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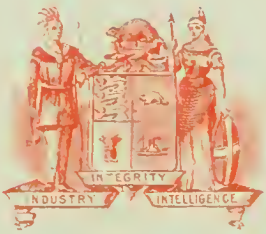

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CONTENTS OF VOLUME E.

Fifth Census of Canada, 1911—Volume V—Forest, Fishery, Fur and Mineral Production.
Fifth Census of Canada, 1911—Volume VI—Occupations of the people.

CONTENTS OF VOLUME 1.

(This volume is bound in three parts.)

1. Report of the Auditor General for the year ended 31st March, 1915, Volume 1, Parts a b and A to L; Volume III, Parts V to Z. Presented by Sir Thomas White, February 7 1916.
Printed for distribution and sessional papers.

1. Report of the Auditor General for the year ended 31st March, 1915, Volume II, Parts M to U. Presented by Sir Thomas White, February 10, 1916.
Printed for distribution and sessional papers.

1. Report of the Auditor General for the year ended 31st March, 1915, Volume IV, part ZZ. Presented by Sir Thomas White, February 14, 1916.
Printed for distribution and sessional papers.

CONTENTS OF VOLUME 2.

2. The Public Accounts of Canada for the fiscal year ending March 31, 1915. Presented by Sir Thomas White, February 1, 1916.. ..*Printed for distribution and sessional papers.*

3. Estimates of sums required for the service of the Dominion for the year ending March 31, 1917. Presented by Sir Thomas White, 1916.
Printed for distribution and sessional papers.

4. Supplementary Estimates of sums required for the service of the Dominion for the year ending March 31, 1916. Presented by Sir Thomas White, 1916.
Printed for distribution and sessional papers.

5. Supplementary Estimates of sums required for the service of the Dominion for the year ending March 31, 1917. Presented by Sir Thomas White, 1916.
Printed for distribution and sessional papers.

5*a*. Further Supplementary Estimates for the service of the Dominion for the year ending March 31, 1917. Presented by Sir Thomas White, 1916.
Printed for distribution and sessional papers.

5*b*. Further Supplementary Estimates for the fiscal year ending March 31, 1917. Presented by Sir Thomas White, May 1916.. .. .. ..*Printed for distribution and sessional papers.*

CONTENTS OF VOLUME 3.

6. List of Shareholders in the Chartered Banks of the Dominion of Canada as on December 31, 1915. Presented by Sir Thomas White, February 1, 1916.
Printed for distribution and sessional papers.

CONTENTS OF VOLUME 4.

7. Report on certified cheques, drafts or bills of exchange, dividends, remaining unpaid and unclaimed balances in Chartered Banks of the Dominion of Canada, for five years and upwards prior to December 31, 1915. Presented by Sir Thomas White, February 1, 1916.
Printed for distribution and sessional papers.

CONTENTS OF VOLUME 5.

(This volume is bound in two parts.)

8. Report of the Superintendent of Insurance for the year 1915. Presented by Sir Thomas White, 1916.. .. ..*Printed for distribution and sessional papers.*

9. Abstract of Statements of Insurance Companies in Canada for the year ended December 31 1915. Presented by Sir Thomas White, April 10, 1916.
Printed for distribution and sessional papers.

CONTENTS OF VOLUME 6.

10. Report of the Department of Trade and Commerce for the fiscal year ended March 31, 1915: Part I.—Canadian Trade (Imports in and Exports from Canada). Presented by Sir George Foster, January 13, 1916.. ..*Printed for distribution and sessional papers.*

CONTENTS OF VOLUME 7.

10*a*. Report of the Department of Trade and Commerce for the fiscal year ended March 31, 1915: Part II.—Canadian Trade with (1) France, (2) Germany, (3) United Kingdom, (4) United States. Presented by Sir George Foster, 1916.
Printed for distribution and sessional papers.

10*b*. Report of the Department of Trade and Commerce for the fiscal year ended March 31, 1915: Part III.—Canadian Trade with foreign countries (except France, Germany, the United Kingdom and United States). Presented by Sir George Foster, 1916.
Printed for distribution and sessional papers.

10*c*. Report of the Department of Trade and Commerce for the fiscal year ended March 31, 1916: (Part IV.—Miscellaneous Information.) Presented by Sir George Foster, 1916.
Printed for distribution and sessional papers.

10*d*. Report of the Grain Commissioners for Canada. (Part V.) Presented by Sir George Foster, 1916.. .. ..*Printed for distribution and sessional papers.*

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10*e*. Report of the Department of Trade and Commerce for the fiscal year ended March 31, 1915: Part VI.—Subsidized Steamship Services, with statistics showing steamship traffic to December 31, 1915, and Estimates for the fiscal year 1916-17. Presented by Sir George Foster, 1916.. .. ..*Printed for distribution and sessional papers.*

10*f*. Report of Trade and Commerce for the fiscal year ended March 31, 1915: Part VII.—Trade of Foreign Countries, Treaties and Conventions. Presented by Sir George Foster, 1916.
Printed for distribution and sessional papers.

CONTENTS OF VOLUME 9.

11. Report of the Department of Customs for the year ended March 31, 1915. Presented by Hon. Mr. Reid, January 18, 1916.. .. ..*Printed for distribution and sessional papers.*

CONTENTS OF VOLUME 10.

12, 13, 14. Reports, Returns and Statistics of the Inland Revenue of the Dominion of Canada, for the year ended March 31, 1915. Part I.—Excise. Part II.—Inspection of Weights and Measures, Gas and Electricity. Part III.—Adulteration of Food. Presented by Hon. Mr. Patenaude, February 18, 1916..*Printed for distribution and sessional papers.*

CONTENTS OF VOLUME 11.

15. Report of the Minister of Agriculture for the Dominion of Canada, for the year ended March 31, 1915. Presented by Hon. Mr. Burrell, January 20, 1916.
Printed for distribution and sessional papers.

15a. Report of the Dairy and Cold Storage Commissioner for the fiscal year ending March 31, 1915. (Dairying, Fruit, Extension of Markets and Cold Storage.) Presented by Hon. Mr. Burrell, February 1, 1916.. .. ..*Printed for distribution and sessional papers.*

15b. Report of the Veterinary Director General for the year ending March 31, 1915. Presented by Hon. Mr. Burrell, 1916.. .. ..*Printed for distribution and sessional papers.*

15c. Report on "The Agricultural Instruction Act," 1914-15, pursuant to Section 8, Chapter 5 of 3-4 George V. Presented by Hon. Mr. Burrell January 24, 1916.
Printed for distribution and sessional papers.

CONTENTS OF VOLUME 12.

16. Report of the Director and Officers of the Experimental Farms for the year ending March 31, 1915. Presented by Hon. Mr. Burrell, January 31, 1916.
Printed for distribution and sessional papers.

CONTENTS OF VOLUME 13.

17. Criminal Statistics for the year ended September 30, 1914. (Appendix to the Report of the Minister of Trade and Commerce for the year 1914.) Presented by Sir George Foster, 1916.. .. ..*Printed for distribution and sessional papers.*

18. Return of By-elections for the House of Commons of Canada held during the year 1915. Presented by Hon. Mr. Speaker, 1916.. ..*Printed for distribution and sessional papers.*

CONTENTS OF VOLUME 14.

(This volume is bound in two parts.)

19. Report of the Minister of Public Works on the works under his control for the fiscal year ended March 31, 1915. Presented by Hon. Mr. Rogers, January 13, 1916.
Printed for distribution and sessional papers.

19a. Ottawa River Storage for year 1915.. .. ..*Printed for distribution and sessional papers.*

19b. Interim Report of the Commission appointed to examine into certain general conditions of Transportation bearing on the economic problem of the proposed Georgian Bay Canal. Presented by Hon. Mr. Rogers, April 14, 1916.
Printed for distribution and sessional papers.

CONTENTS OF VOLUME 15.

20. Annual Report of the Department of Railways and Canals, for the fiscal year from April 1, 1914, to March 31, 1915. Presented by Hon. Mr. Cochrane, February 2, 1916.
Printed for distribution and sessional papers.

20a. Canal Statistics for the season of navigation, 1915. Presented by Hon. Mr. Reid, May 17, 1916.. .. ..*Printed for distribution and sessional papers.*

20b. Railway Statistics of the Dominion of Canada, for the year ended June 30, 1915. Presented by Hon. Mr. Cochrane, April 4, 1916.. ..*Printed for distribution and sessional papers.*

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20c. Tenth Report of the Board of Railway Commissioners for Canada, for the year ending March 31, 1915. Presented by Hon. Mr. Cochrane, February 2, 1916.
Printed for distribution and sessional papers.

20d. Telephone Statistics of the Dominion of Canada, for the year ended June 30, 1915. Presented by Hon. Mr. Cochrane, April 13, 1915.
Printed for distribution and sessional papers.

20e. Express Statistics of the Dominion of Canada, for the year ended June 30, 1915. Presented by Hon. Mr. Cochrane, April 13, 1916.. ..*Printed for distribution and sessional papers.*

20f. Telegraph Statistics of the Dominion of Canada, for the year ended June 30, 1915. Presented by Hon. Mr. Cochrane, May 16, 1916.
Printed for distribution and sessional papers.

CONTENTS OF VOLUME 17.

21. Forty-eighth Annual Report of the Department of Marine and Fisheries, for the year 1914-1915.—Marine. Presented by Hon. Mr. Hazen, January 13, 1916.
Printed for distribution and sessional papers.

22. List of Shipping issued by the Department of Marine and Fisheries, being a list of vessels on the registry books of the Dominion of Canada on December 31, 1915. Presented by Hon. Mr. Hazen, 1916.. .. ..*Printed for distribution and sessional papers.*

23. Supplement to the Forty-eighth Annual Report of the Department of Marine and Fisheries for the fiscal year 1914-15. Marine.—Steamboat Inspection Report.
Printed for distribution and sessional papers.

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24. Report of the Postmaster General for the year ended March 31, 1915. Presented by Hon. Mr. Casgrain, January 13, 1916.. .. ....*Printed for distribution and sessional papers.*

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25. Annual Report of the Department of the Interior for the fiscal year ending March 31, 1915. Presented by Hon. Mr. Roche, January 13, 1916.
Printed for distribution and sessional papers.

25*b*. Annual Report of the Topographical Surveys Branch of the Department of the Interior, 1914-15. Presented by Hon. Mr. Roche, May 1, 1916.
Printed for distribution and sessional papers.

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25*c*. Report of progress of stream measurements for the calendar year 1915. Presented by Hon. Mr. Roche, 1916.. .. ..*Printed for distribution and sessional papers.*

25*d*. Fourteenth Report of the Geographic Board of Canada for year ended March 31, 1915.
Printed for distribution and sessional papers.

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25*e*. British Columbia Hydrographic Surveys .. ..*Printed for distribution and sessional papers.*

25*f*. Manitoba Hydrographic Surveys, 1912-14.. ..*Printed for distribution and sessional papers.*

25*g* Report of the Chief Medical Officer Department of the Interior, for 1915.
Printed for distribution and sessional papers.

CONTENTS OF VOLUME 22.

26. Summary Report of the Geological Survey Department of Mines, for the calendar year 1914. Presented by Hon. Mr. Roche, 1916.
Printed for distribution and sessional papers.

26*a*. Summary Report of the Mines Branch for the calendar year 1914. Presented by Hon. Mr. Roche, 1916.. .. ..*Printed for distribution and sessional papers.*

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27. Report of the Department of Indian Affairs for the year ended March 31, 1915. Presented by Hon. Mr. Roche, January 19, 1916..*Printed for distribution and sessional papers.*

28. Report of the Royal Northwest Mounted Police, 1915. Presented by Sir Robert Borden, January 19, 1916.. .. ..*Printed for distribution and sessional papers.*

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29. Report of the Secretary of State of Canada for the year ended March 31, 1915. Presented by Hon. Mr. Blondin, February 28, 1916.
Printed for distribution and sessional papers.

29*a*. Report of the work of the Public Archives for the year 1914. Presented, 1916.
Printed for distribution and sessional papers.

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30. The Civil Service List of Canada for 1915. Presented by Hon. Mr. Patenaude 1916.
Printed for distribution and sessional papers.

31. Annual Report of the Civil Service Commission of Canada for the year ended August 31, 1915. Presented by Hon. Mr. Patenaude, 1916.
Printed for distribution and sessional papers.

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32. Annual Report of the Department of Public Printing and Stationery for the fiscal year ended March 31, 1915. Presented by Hon. Mr. Blondin, March 20, 1916.
Printed for distribution and sessional papers.

33. Report of the Secretary of State for External Affairs for the year ended March 31, 1915. Presented by Sir Robert Borden, February 23, 1916.
Printed for distribution and sessional papers.

34. Report of the Minister of Justice as to Penitentiaries of Canada for the fiscal year ending March 31, 1915.. .. ..*Printed for distribution and sessional papers.*

35. Report of the Militia Council for the Dominion of Canada, for the fiscal year ending March 31, 1915. Presented by Sir Sam Hughes, February 21, 1916.
Printed for distribution and sessional papers.

35*a*. Employment for the Expeditionary Forces after the war. Presented, 1916.
Printed for distribution and sessional papers.

36. Report of the Department of Labour for the fiscal year ending March 31, 1915. Presented by Hon. Mr. Crothers, January 25, 1916.
Printed for distribution and sessional papers.

36*a*. Eighth Report of the Registrar of Boards of Conciliation and Investigations of the proceedings under "The Industrial Disputes Investigation Act, 1907," for the fiscal year ending March 31, 1915. Presented by Hon. Mr. Crothers, January 25, 1916.
Printed for distribution and sessional papers.

CONTENTS OF VOLUME 27.

37. Eleventh Annual Report of the Commissioners of the Transcontinental Railway, for the year ended March 31, 1914. Presented by Hon. Mr. Cochrane, February 2, 1916.
Printed for distribution and sessional papers.

38. Report of the Department of the Naval Service, for the fiscal year ending March 31, 1915. Presented by Hon. Mr. Hazen, January 13, 1916.
Printed for distribution and sessional papers.

38*a*. Supplement to the Report of the Naval Service—Contributions to Canadian Biology, 1914-15. Presented by Hon. Mr. Hazen, 1916.
Printed for distribution and sessional papers.

38*b*. Natural History of the Herring. Presented, 1916.
Printed for distribution and sessional papers.

39. Forty-eighth Annual Report of the Fisheries Branch of the Department of the Naval Service, 1914-1915. Presented by Hon. Mr. Hazen, January 13, 1916.
Printed for distribution and sessional papers.

40. The Report of the Joint Librarians of Parliament. Presented by Hon. Mr. Speaker, January 13, 1916.. .. ..*Not printed.*

CONTENTS OF VOLUME 28.

41. Copies of Orders in Council authorizing Regulations for the Department of Naval Service in accordance with Section 47, Chapter 43, 9-10 Edward VII, as follows:—

P.C. 2864, dated the 4th December, 1915, Payment of Separation Allowance in the case of Warrant Officers.

P.C. 3009, dated 21st December, 1915, with reference to application of the Naval Discipline Act, etc., for the Government of the Naval Volunteer Force.

P.C. 63/422, dated 15th October, 1915, with reference to appointment of Assistant Paymasters in charge.

P.C. 2267, dated 25th September, 1915, with reference to regulations for payment of "Detained Pay."

P.C. 93/2151, dated 17th September, 1915, with reference to allowances to officers and men employed on coding and decoding duties, etc.

P.C. 1712, dated 21st July, 1915, with reference to scheme of pensions for officers and men of the Royal Canadian Forces; etc.

CONTENTS OF VOLUME 28—*Continued.*

P.C. 748, dated 13th April, 1915, with reference to institution of the ratings of rangetaker first and second class in the Royal Canadian Navy.

P.C. 58/1470, dated 24th June, 1915, with reference to increase in amount of Separation Allowance to a motherless child from 3s. to 5s.

P.C. 85/1158, dated 20th May, 1915, with reference to revision of amounts payable on account of Separation Allowance to dependents of Royal Canadian Naval Permanent Ratings.

P.C. 756, dated 13th April, 1915, with reference to payment of Allowances to officers of the Royal Naval Canadian Volunteer Reserve for performance of duties which carry with them an Allowance to officers of the Royal Canadian Navy. Presented by Hon. Mr. Hazen, January 17, 1916.. .. ..*Not printed.*

42. Copies of Proclamations, Orders in Council and Documents relating to the European War. Presented by Sir Robert Borden, January 18, 1916.. .. ..*Not printed.*

42a. First Supplement to Copies of Proclamations, Orders in Council and Documents relating to the European War. Presented by Sir Robert Borden, January 18, 1916..*Not printed.*

43. Orders in Council relating to the European War, from 29th April, 1915, to 12th January, 1916, both inclusive. Presented by Sir Robert Borden, January 18, 1916..*Not printed.*

44. Copy of New Rules of Court passed by the Judges of the Supreme Court of Alberta, under the authority of Section 576 of the Criminal Code, at meeting of 27th November, 1915. Presented by Hon. Mr. Meighen, January 20, 1916.. .. ..*Not printed.*

45. Account of the average number of men employed on the Dominion Police Force during each month of the year 1915, and of their pay and travelling expenses, pursuant to Chapter 92, Section 6, Subsection 2, of the Revised Statutes of Canada. Presented by Hon. Mr. Doherty, January 20, 1916.. .. ..*Not printed.*

46. Regulations under "The Destructive Insect and Pest Act," pursuant to Section 9, Chapter 31 of 9-10 Edward VII. Presented by Hon. Mr. Burrell, January 24, 1916...*Not printed.*

47. Return of Orders in Council which have been published in the *Canada Gazette* and in the British Columbia *Gazette*, between 12th January, 1915, and the 31st December, 1915, in accordance with provisions of Subsection (*d*) of Section 38 of the regulations for the survey, administration, disposal and management of Dominion Lands within the 40-mile Railway Belt in the Province of British Columbia. Presented by Hon. Mr. Roche, January 25, 1916.. .. ..*Not printed.*

48. Return of Orders in Council which have been published in the *Canada Gazette*, between 12th January, 1915, and the 31st December, 1915, in accordance with the provisions of Section 77 of "The Dominion Lands Act," Chapter 20 of the Statutes of Canada, 1908. Presented by Hon. Mr. Roche, January 25, 1916.. .. ..*Not printed.*

49. Return of Orders in Council which have been published in the *Canada Gazette*, between the 16th January, 1915, and the 31st December, 1915, in accordance with the provisions of "The Forest Reserves and Park Act," Section 19 of Chapter 10, 1-2 George V. Presented by Hon. Mr. Roche, January 25, 1916.. .. ..*Not printed.*

50. Return of Orders in Council which have been published in the *Canada Gazette*, between the 12th January, 1915, and the 31st December, 1915, in accordance with the provisions of Section 5 of "The Dominion Lands Survey Act," Chapter 21, 7-8 Edward VII. Presented by Hon. Mr. Roche, January 25, 1916.. .. ..*Not printed.*

51. Return of Orders in Council which have been published in the *Canada Gazette*, between the 12th January, 1915, and the 31st December, 1915, in accordance with the provisions of Chapter 47, 2 George V, entitled "The Railway Belt Water Act." Presented by Hon. Mr. Roche, January 25, 1916.. .. ..*Not printed.*

52. Return of Orders in Council passed between the 16th January, 1915, and the 31st December, 1915, approving of regulations and forms prescribed in accordance with the provisions of Section 57 of the Irrigation Act, Chapter 61, Revised Statutes of Canada, 1906, as amended by Chapter 38, 7-8 Edward VII. Presented by Hon. Mr. Roche, January 25, 1916.. .. ..*Not printed.*

53. Return of Orders in Council passed under the provisions of Section 18 of Chapter 63, Revised Statutes of Canada, "An Act to provide for the Government of the Yukon Territory." Presented by Hon. Mr. Roche, January 25, 1916.. .. ..*Not printed.*

54. Return showing lands sold by the Canadian Pacific Railway Company during the year which ended on the 30th September, 1915. Presented January 25, 1916...*Not printed.*

CONTENTS OF VOLUME 28—*Continued.*

55. Return called for by Section 88 of Chapter 62, Revised Statutes of Canada, requiring that the Minister of the Interior shall lay before Parliament, each year, a return of liquor brought from any place out of Canada into the Territories by special permission in writing of the Commissioner of the Northwest Territories. Presented by Hon. Mr. Roche, January 25, 1916.. .. ..*Not printed.*

56. Copies of General Orders promulgated to the Militia for the period between November 25, 1914, and December 24, 1915. Presented by Sir Sam Hughes, January 26, 1916.
Not printed.

57. Statement of Superannuation and Retiring Allowances in the Civil Service during the year ending 31st December, 1915, showing name, rank, salary, service, allowance and cause of retirement of each person superannuated or retired, also whether vacancy is filled by promotion, appointment or by transfer, and the salary of any new appointee. Presented by Sir Thomas White, February 1, 1916.. .. ..*Not printed.*

58. Statement of Expenditure on account of "Miscellaneous Unforeseen Expenses," from the 1st April, 1915, to the 12th January, 1916, in accordance with the Appropriation Act of 1915. Presented by Sir Thomas White, February 1, 1916.. .. ..*Not printed.*

59. Statement of the affairs of the Royal Society of Canada, for the year ended April 30, 1915. Presented by Sir Thomas White, February 1, 1916.. .. ..*Not printed.*

60. Report and Statement of Receipts and Expenditures of the Ottawa Improvement Commission to March 31, 1915. Presented by Sir Thomas White, February 1, 1916.
Not printed.

61. Statement of Receipts and Expenditures of the National Battlefields Commission to 31st March, 1915, as required by 7-8 Edward VII, Chapter 57, Section 12. Presented by Sir Thomas White, February 1, 1916.. .. ..*Not printed.*

62. Statement of Temporary Loans, Dominion of Canada, outstanding December 31, 1915. Presented by Sir Thomas White, February 1, 1916.. .. ..*Not printed.*

63. Statement of Governor General's Warrants issued since the last session of Parliament on account of 1915-16. Presented by Sir Thomas White, February 1, 1916..*Not printed.*

64. Statement of Treasury Board over-ruling, under Section 44, Consolidated Revenue and Audit Act. Presented by Sir Thomas White, February 1, 1916.. .. ..*Not printed.*

65. Detailed Statement of all remissions and refunds of the tolls or duties for the fiscal year ending 31st March, 1915. Presented by Hon. Mr. Blondin, February 2, 1916.
Not printed.

66. Return to an Order of the House of the 8th March, 1915, for a return showing the quantity of Oliver equipments purchased since 1st August, 1914, the persons from whom they were purchased, the price paid to each contractor, and the dates of their delivery. Also a copy of all complaints received from any quarter in regard to the equipment, and of any action, departmental or otherwise, taken in regard to the same. Presented 3rd February, 1916.—*Mr. Macdonald*.. .. ..*Not printed.*

67. Return to an Order of the House of the 1st March, 1915, for a return showing the amount of dredging done in the county of Inverness since 1896, up to the present; where such dredging was done, the quantity of dredging done in each place, and dates on which such dredging was done, also the cost in each case of such dredging. Presented February 3, 1916.—*Mr. Chisholm (Inverness)*.. .. ..*Not printed.*

68. Return to an Order of the House of the 17th March, 1915, for a copy of all reports, correspondence and other communications between the Department of Customs and Auguste Desjardins, of St. Denis de Kamouraska, since his appointment as a preventive officer of that Department. Presented by Hon. Mr. Reid, February 3, 1916.—*Mr. Lapointe (Kamouraska)*.. .. ..*Not printed.*

69. A detailed statement of all bonds or securities registered in the Department of the Secretary of State of Canada, since last return (15th February, 1915) submitted to the Parliament of Canada under Section 32 of Chaper 19 of the Revised Statutes of Canada, 1906. Presented by Hon. Mr. Blondin, February 3, 1916.. .. ..*Not printed.*

70. Annual return respecting Trade Unions under Chapter 125, R.S.C., 1906. Presented by Hon. Mr. Blondin, February 3, 1916.. .. ..*Not printed.*

71. Return to an Order of the House of the 22nd March, 1915, for a copy of all letters, despatches, correspondence, petitions, recommendations, tenders, etc., relating to the purchase of the land for the Quarantine de Lévis. Presented February 3, 1916.—*Mr. Bourassa*.. .. ..*Not printed.*

CONTENTS OF VOLUME 28—*Continued.*

72. Certified copy of a report of the Committee of the Privy Council, approved by His Royal Highness the Governor General on the 7th February, 1916, appointing Robert A. Pringle, of the city of Ottawa, one of His Majesty's counsel learned in the law, and His Honour D. B. MacTavish, Judge of the County Court for the County of Carleton, a Commission, under the Inquiries Act, to conduct an inquiry into and concerning the origin of the recent disastrous fire which destroyed the Parliament Buildings at Ottawa. Presented by Sir Robert Borden, February 7, 1916.. .. ..*Not printed.*

72a. Report of the Royal Commission appointed to inquire into the origin of the fire which destroyed the Central Parliament Building at Ottawa, on Thursday, 3rd February, 1916. Also copy of evidence taken before the Royal Commission appointed to inquire into the origin of the fire which destroyed the Central Parliament Building at Ottawa, on Thursday, 3rd February, 1916. Presented by Hon. Mr. Rogers, May 16, 1915.
Printed for sessional papers only.

73. Copy of Order in Council, No. P.C. 162, dated 29th January, 1916,—Establishment of the rank of wireless operator in the Royal Naval Canadian Volunteer Reserve and regulations for the proper government thereof. Presented by Hon. Mr. Hazen, February 7, 1916.. .. ..*Not printed.*

74. Copy of Orders in Council, No. P.C. 183, dated 31st January, 1916,—Regulations governing the payment of allowance to officers of the Royal Canadian Naval Service acting as interpreters. Presented by Hon. Mr. Hazen, February 7, 1916.. .. ..*Not printed.*

74a. Copy of Order in Council No. P.C. 54/601, dated 16th March, 1916, authorizing payment of messing allowance to Royal Naval Reserve Officers. Presented by Hon. Mr. Hazen, March 29, 1916.. .. ..*Not printed.*

75. Communication from the Acting High Commissioner for Canada in London, Sir George Perley, enclosing a report on the Canadian Hospital at Dinard by Dr. Rallier du Baty, Chief Surgeon at the said hospital. Presented by Sir Robert Borden, February 7, 1916.
Printed for sessional papers only.

76. A communication from the Right Honourable A. Bonar Law, Colonial Secretary, to His Royal Highness the Governor General, enclosing a copy of the Imperial Parliamentary Debates (House of Commons, 10th January) on a resolution which was adopted by that House, as follows:—"That with a view to increasing the power of the Allies in the prosecution of the war, His Majesty's Government should enter into immediate consultation with the Governments of the Dominions in order with their aid to bring the whole economic strength of the Empire into co-operation with our Allies in a policy directed against the enemy." Presented by Sir Robert Borden, February 7, 1916.
Printed for distribution and sessional papers

77. Correspondence between the Canadian Manufacturers' Association and the Prime Minister 1914-1915. Presented by Sir Robert Borden, February 7, 1916.. .. ..*Not printed.*

78. Correspondence between the International Nickel Company and the Prime Minister. Presented by Sir Robert Borden, February 7, 1916.. .. ..*Not printed.*

79. Return to an Order of the House of the 7th February, 1916, for a copy of all correspondence and reports on the claims of Sealers of British Columbia under the last treaty with the American Republic. Presented February 9, 1916.
Printed for sessional papers only.

80. Certified copy of a report of the Committee of the Privy Council, approved by His Royal Highness the Governor General on the 15th April, 1915, giving authority for the renewal, from the 31st March, 1916, of the agreement between the Dominion Government and the Province of Alberta for the service of the Royal Northwest Mounted Police in that province. Presented by Sir Robert Borden, February 10, 1916.
Printed for sessional papers only.

81. Certified copy of a report of the Committee of the Privy Council, approved by His Royal Highness the Governor General on the 21st May, 1915, giving authority for the renewal, from the 31st March, 1916, of the agreement between the Dominion Government and the province of Saskatchewan, for the services of the Royal Northwest Mounted Police in that province. Presented by Sir Robert Borden, February 10, 1916.
Printed for sessional papers only.

82. Return to an Order of the House of the 8th February, 1916, for a copy of all letters, papers, and other documents relating to the application of Wasyl Pinianski for the patent of the southwest quarter section 5, township 25, range 4, west second principal meridian, Office File No. 1752484. Presented February 16, 1916.—*Mr. MacNutt*... ..*Not printed.*

CONTENTS OF VOLUME 28—*Continued.*

83. Return to an Order of the House of the 3rd February, 1916, for a copy of all affidavits, letters, telegrams and other correspondence during the years 1914 and 1915 in reference to the S.E. 7-1-13 west 2nd meridian, now the 160-acre homestead of Frank Strubell, between the Department of the Interior or the Minister, or any officer of the Department and the Land Office at Weyburn and Estevan, and with all parties who endeavoured to secure or assisted in securing homestead entry for the said land. Presented February 16, 1916.—*Mr. Turriff*.. .. ..*Not printed.*

84. Report of the Board of Inquiry appointed to make an investigation into the increase in the cost of living in Canada and the causes which have occasioned or contributed to such result. Presented by February 16, 1916.. .. .. ..*Printed for distribution.*

84a. Synopsis of exhibit by the Statistical Branch, Department of Labour, laid before the Board of Inquiry into the Cost of Living, 1915. Presented by Sir Robert Borden, February 29, 1916.. .. ..*Printed for distribution.*

85. Report of delegation representing the Government of Canada at the Ninth Annual Congress held under the auspices of the World's Purity Federation at San Francisco, July 18-24, 1915. Presented by Sir Robert Borden, February 16, 1916.. .. ..*Not printed.*

86. Return to an Address to His Royal Highness the Governor General, of the 7th February, 1916, for a copy of all Orders in Council, letters and correspondence which led to the convening of the conference of local governments which took place in Ottawa during the month of October last; together with all the proceedings and resolutions of the said conference. Presented February 17, 1916.—*Sir Wilfrid Laurier*.. .. .. ..*Not printed.*

87. Return to an Order of the House of the 3rd February, 1916, for a copy of all letters, telegrams and other documents relating to the purchase by the Government of the several parcels of land now comprised in the Experimental Farm at Rosthern, Saskatchewan. Presented February 22, 1916.—*Mr. McCraney*.. .. ..*Not printed.*

88. Return to an Order of the House, of the 7th February, 1916, for a return showing the names and post office addresses of all applicants for bounty under the Deep Sea Fisheries Act, from the districts of Ecum Secum, Marie Joseph, Spanish Ship Bay, and Liscombe, county of Guysborough, N.S., for the years 1912, 1913, 1914 and 1915, distinguishing between applications that have been accepted and the bounty paid, and those that have been rejected, and also the reasons for such rejections, if any. Presented February 22, 1916.—*Mr. Sinclair*.. .. ..*Not printed.*

89. Return to an Order of the House of the 3rd February, 1916, for a return showing the fractional areas of homestead lands, or otherwise, in the province of Saskatchewan, sold in the year 1915, the name of the purchaser, and the price paid in each case. Presented February 22, 1916.—*Mr. Martin (Regina)*.. .. ..*Not printed.*

90. Return to an Order of the House, of the 7th February, 1916, for a return showing a copy of the prospectus, rates of interest, the effective interest, the net yield, commission charges, printing charges and other charges, in connection with the Government Domestic Loan of one hundred million dollars, and also in connection with the loan of forty-five million dollars made at New York in 1915. Presented February 22, 1916.—*Mr. Maclean (Halifax)*.. .. ..*Not printed*

91. Return to an Order of the House of the 7th February, 1916, for a return showing the number of subscribers in the Government Domestic Loan of one hundred million dollars which were in the sum of $1,000 or under, and the number of other subscriptions in multiples of $1,000. Presented February 22, 1916.—*Mr. Maclean (Halifax)*.
Not printed.

92. Return to an Order of the House of the 8th March, 1915, for a return showing:—1. From how many firms or private individuals the Government, or any Department of the Government, has ordered trousers, breeches, and pantaloons since the 1st of July, 1914? 2. The names of these firms? 3. How many trousers, breeches and pantaloons have been ordered from each firm? 4. How many each firm has delivered up to date? 5. How many each firm has yet to deliver? 6. The price each firm is receiving for these trousers, breeches and pantaloons. Presented February 24, 1916.—*Mr. Chisholm (Inverness)* .. ..*Not printed.*

93. Return to an Order of the House of the 8th March, 1915, for a return showing the number of appointments to the Inside Service and to the Outside Service since October, 1911, of persons resident in the county of Wright, the number of dismissals from the service since October, 1911; the number of resignations from the service since above date; with the names of parties at whose request such resignations, if any, were tendered. Presented February 24, 1916.—*Mr. Devlin*.. .. ..*Not printed.*

CONTENTS OF VOLUME 28—*Continued.*

94. Return to an Order of the House of the 8th April, 1915, for a return showing:—1. The names of the persons who have successfully passed the Civil Service examination in the province of Quebec since the establishment of the Civil Service Commission. 2. The number of such persons who have been called upon to enter the Civil Service. 3. The number in each grade of those who have pased such examinations with success. Presented February 24, 1916.—*Mr. Boulay*.. .. ..*Not printed.*

95. Return to an Order of the House of the 3rd February, 1916, for a copy of all documents, papers and telegrams in any way referring to the application of Aenas McKinnon, of Iron Mines, Inverness County, for the Fenian Raid Veteran Bounty. Presented February 24, 1916.—*Mr. Chisholm (Inverness)*.. .. ..*Not printed.*

95*a*. Return to an Order of the House of the 14th February, 1916, for a copy of all telegrams, letters, petitions and documents of any kind, referring in any way to the application of Anes or Angus McKinnon, of Iron Mines or Orangedale, Inverness County, for the Fenian Raid Bounty. Presented March 3, 1916.—*Mr. Chisholm (Inverness)*. *Not printed.*

96. Return to an Order of the House of the 15th March, 1915, for a copy of the claim of Captain Stephen Paul, owner of the steamer *Rhoda*, for the destruction of his ship, as a wreckage, by the Department of Marine, and of all correspondence with regard to the same. Presented February 24, 1916.—*Sir Wilfrid Laurier*.. .. ..*Not printed.*

97. Return to an Order of the House of the 29th March, 1915, for a copy of all letters and telegrams, or any other written communications which passed between the Minister of Railways and Canals and J. C. Douglas, Esq., M.P.P., of Glace Bay, Nova Scotia, between the 1st of January and the last of December, 1914, and of all letters and telegrams between the Minister of Customs and Public Works, and the Postmaster General, and the said J. C. Douglas during the above period, in respect to the dismissal, appointment or restoration to office of Government officials. Presented February 24, 1916.—*Mr. McKenzie*.. .. ..*Not printed.*

98. Return to an Order of the House of the 3rd February, 1916, for a copy of all reports upon the depths of water in the different locks in the East River of Pictou, improvements, and of all correspondence and recommendations in regard to changes on the plans therefor. Presented February 24, 1916.—*Mr. Macdonald*.. .. ..*Not printed.*

98*a*. Supplementary return to an Order of the House of the 3rd February, 1916, for a copy of all reports upon the depths of water in the different locks in the East River of Pictou, improvements, and of all correspondence and recommendations in regard to changes on the plans therefor. Presented March 13, 1916.—*Mr. Macdonald*.. .. ..*Not printed.*

99. Return to an Order of the House of the 3rd February, 1916, for a copy of all letters, telegrams, petitions and other papers relative to the granting of a Conciliation Board to the employees of the Acadia Coal Company, in the county of Pictou, in the autumn of 1915. Presented February 24, 1916.—*Mr. Macdonald*.. .. ..*Not printed.*

100. Return to an Order of the House of the 1st March, 1915, for a return showing the number of miles of telegraph lines, and the locations, erected in the county of Inverness, each year since 1896, to the present day, with the cost of each line. Presented February 24, 1916.—*Mr. Chisholm (Inverness)*.. .. ..*Not printed.*

101. Return to an Order of the House of the 3rd February, 1916, for a copy of all tenders, letters, telegrams and contracts relative to a mail contract from Noel to Maitland, in the county of Hants, and relative to the warding of the same under contract. Presented February 24, 1916.—*Mr. Macdonald*.. .. ..*Not printed.*

102. Return to an Order of the House of the 22nd March, 1915, for a copy of the petition addressed to the Post Office Department for the establishment of the rural mail delivery route in the county of Shefford, known as Warden No. 1, and of all letters, telegrams reports and other communications connected therewith. Presented February 24, 1916.—*Mr. Boivin*.. .. ..*Not printed.*

103. Return to an Order of the House of the 9th February, 1916, for a return showing the different rural mail routes in the Strathcona constituency, their location and date of establishment, and all rural routes under consideration at the present time. Presented February 24, 1916.—*Mr. Douglas*.. .. ..*Not printed.*

103*a*. Return to an Order of the House of the 16th February, 1916, for a return showing the location of all rural mail routes in the present constituency of Strathcona, the date of their inception, and the location of routes at present under consideration. Presented February 24, 1916.—*Mr. Douglas*.. .. ..*Not printed.*

104. Return to an Order of the House of the 25th March, 1915, for a copy of all letters, papers, petitions, reports and other documents relating to the establishment of a rural mail delivery route, for the purpose of giving postal service to the districts of Hodson and Toney Mills, county of Pictou. Presented February 24, 1916.—*Mr. Macdonald*. *Not printed.*

CONTENTS OF VOLUME 28—*Continued.*

105. Return to an Order of the House of the 3rd February, 1916, for a copy of all correspondence, letters, telegrams and memorials received by the Honourable Postmaster General or the Right Hon. Sir Robert L. Borden, since January 1, 1912, relating to the contract for carrying the mail across Lemon Ferry, in the county of Richmond, N.S., and also of all replies thereto. Presented February 24, 1916.—*Mr. Kyte*.. .. ..*Not printed.*

106. Return to an Order of the House of the 7th February, 1916, for a return showing how many rural mail delivery routes have been opened during the last fiscal year, in what counties, and at what cost in each county. Presented February 24, 1916.—*Mr. Lemieux.* *Not printed.*

107. Return to an Order of the House of the 7th February, 1916, for a copy of all correspondence between the Department of Marine and Fisheries, or any department of Government, and the Pilot Commissioners of the harbour and district of St. Anns, in the county of Victoria, during the years 1914 and 1915, in respect to the removal or dismissal of Daniel Buchanan from the office of pilot of said harbour or district. Presented February 24, 1916.—*Mr. McKenzie*.. .. ..

CONTENTS OF VOLUME 28—*Continued.*

117. Return to an address to His Royal Highness the Governor General of the 7th February, 1916, for a copy of all evidence, reports, memoranda or Orders in Council, relative to the retirement or dismissal from the customs service at the Port of Halifax, of A. J. Crosby, Thomas Lynch and J. B. Naylor. Presented February 25, 1916.—*Mr. Maclean (Halifax)* .. .. ..

CONTENTS OF VOLUME 28—*Continued.*

131. Return to an Order of the House of the 7th February, 1916, for a copy of all letters, telegrams, evidence of witnesses at the investigation, and reports thereon, in relation to the claim of Alexandre D. Doucet, of Beresford, N.B., for cattle killed on the Intercolonial Railroad on May 25, 1915. Presented March 1, 1916.—*Mr. Turgeon.*
Not printed.

132. Return to an Order of the House of the 3rd February, 1916, for a copy of all letters, telegrams, correspondence and agreements between the Department of Railways and Canals, and any official thereof, including the officials of the Intercolonial Railway, regarding the installation of the McQueen Siding, so-called, at Shediac, in the province of New Brunswick, and the subsequent removal thereof. Presented March 1, 1916.—*Mr. Carvell*.. .. .. .

CONTENTS OF VOLUME 28—*Continued.*

141. Return to an Order of the House of the 7th February, 1916, for a return of all sums of money expended, respectively, during the present fiscal year by the Department of Public Works, chargeable to capital account, for public buildings and harbours and rivers, by provinces, designating in detail the purposes of such expenditure. Presented March 1, 1916.—*Mr. Maclean (Halifax)*.. .. ..*Not printed.*

142. Return to an Order of the House of the 3rd February, 1916, for a copy of all letters, telegrams and other documents in connection with the purchase of a site for the post office building at Bear River, N.S. Presented March 1, 1916.—*Mr. Law*.. .. .. ..*Not printed.*

143. Return to an Order of the House of 7th February, 1916, for a copy of all letters, papers, telegrams, pay-sheets, pay-rolls, receipts and documents of all kinds whatsoever in connection with the extension or repairs on the public breakwater at Port Morien, in South Cape Breton, during 1915. Presented March 1, 1916.—*Mr. Carroll*.. .. ..*Not printed.*

144. Return to an Order of the House of 16th February, 1916, for a copy of all letters, telegrams and correspondence between the Department of Marine and Fisheries, or any official thereof, and any person or persons in reference to the proposed retirement from office of the present keeper of the lighthouse at Cape Jourmain, in the county of Westmorland. Presented March 1, 1916.—*Mr. Copp*.. .. ..*Not printed.*

145. Return to an Order of the House of 7th February, 1916, for a copy of all correspondence between the Department of Militia and Defence or any of its branches, and the Department of Agriculture, in reference to the using of the immigration or quarantine buildings at McNab's Island and Lawlor's Island, Halifax, N.S., for military purposes, and particularly for their use by the 63rd Regiment, Overseas Contingent. Presented March 1, 1916.—*Mr. Maclean (Halifax)*.. .. ..*Not printed.*

146. Return to an Order of the House of 7th February, 1916, for a return showing the names of all medical officers appointed and employed for immigration or quarantine purposes at Halfax, St. John, Quebec, Montreal, Toronto, Winnipeg, Regina, Calgary, Edmonton, Vancouver and Victoria, together with the date of appointment of each, their salary, and in each case designating whether they or any of them are still in the service of the Government, and when not, the date when the service ceased. Presented March 1, 1916. —*Mr. Maclean (Halifax)*.. .. ..*Not printed.*

147. Return to an Order of the House of the 3rd February, 1916, for a return showing:—1. The names of the different tenderers for the carrying of the mails from the rural boxes established in the counties of l'Assomption and Montcalm down to the present day. 2. The figure of each of such contracts, and the name of the tenderer to whom each of such contracts has been awarded, and for what sum. 3. If any contracts were given without tender. If so, to whom, and for what amount. Presented March 2, 1916.— *Mr. Seguin*.. .. ..*Not printed.*

148. Return to an Order of the House of the 21st February, 1916, for a copy of all correspondence and telegrams exchanged between the Labour Department and the workingmen at Thetford Mines prior, during, or after the last strike in that vicinity, and of all other papers relating thereto. Presented March 2, 1916.—*Mr. Verville*.. .. .. ..*Not printed.*

149. Fenian Raid Bounties—to whom paid in Queens County, N.S.—(*Senate*).. ..*Not printed.*

150. Return to an Address to His Royal Highness the Governor General, of the 3rd February, 1916, for a copy of all Orders in Council passed since 4th August, 1914, dealing with members of the Canadian Expeditionary Forces in the following particulars: Pensions to partially or totally disabled soldiers or their dependents; money allowances or other provision made for the support or care of partially or totally disabled returned soldiers; and pay allowances or other consideration to dependents of soldiers while on active service, and after their return from active service, because of disablement from any cause. Presented March 3, 1916.—*Mr. Oliver*.. .. ..*Printed for sessional papers only.*

151. Return to an Order of the House of the 3rd February, 1916, for a return showing the names of all medical officers employed and designated in the years 1914 and 1915, in the examination of recruits in the county of Pictou, and of any changes in the list of said officers in said period. Presented March 3, 1916.—*Mr. Macdonald*.. ..*Not printed.*

152. Return to an Order of the House of the 4th March, 1915, for a return showing the names and addresses of all persons in Annapolis and Digby Counties, Nova Scotia, to whom the bounty under the Fenian Raid Volunteer Bounty Act has been paid; the names and addresses of all persons from said counties whose applications have been rejected; and the names and addresses of all applicants from said counties whose applications have not been disposed of. Presented March 3, 1916.—*Mr. Law*.. .. ..*Not printed.*

153. Return to an Order of the House of the 19th February, 1915, for a return showing the names and addresses of all persons in South Cape Breton, Nova Scotia, who have been paid Fenian Raid Bounty; the names and addresses of all persons in South Cape Breton, N.S., who have made application for said bounty and who have not yet received it. Presented March 3, 1916.—*Mr. Carroll*.. .. ..*Not printed.*

CONTENTS OF VOLUME 28—*Continued.*

154. Return to an Order of the House of the 1st March, 1915, for a return showing the names and addresses of all persons who received bounty. Raid Bounty was paid in the county of Halifax, N.S., to date. Presented March 3, 1916.—*Mr. Maclean (Halifax).*
Not printed.

155. Return to an Order of the House of the 31st March, 1915, for a copy of all applications received for Fenian Raid Bounty from residents of the county of Hants, N.S.; also the names of persons who have been paid the bounty and those who have been refused it in said county; with the reasons for refusal, and showing the number of applications that have not yet been dealt with. Presented March 3, 1916.—*Mr. Chisholm (Inverness)*.. .. .. .

CONTENTS OF VOLUME 28—*Continued.*

168. Return to an Order of the House of the 16th February, 1916, for a copy of all letters, petitions, correspondence and telegrams, exchanged between the Government, its resident engineer of the district, and all other persons concerning the construction of a bridge between Ile Perrot and Ste. Ann de Bellevue, and Ile Perrot and Vaudreuil. Presented March 7, 1916.—*Mr. Boyer*.. .. ..*Not printed.*

169. Return to an Order of the House of the 21st February, 1916, for a copy of all letters and correspondence between A. Bellemare, Esq., M.P., and the Government, or any member thereof, in connection with the construction of the post office at Louiseville. Presented March 7, 1916.—*Mr. Gauvreau*.. .. ..*Not printed.*

170. Return to an Order of the House of the 21st February, 1916, for a return showing the amounts spent for the furnishing of the office of the Hon. E. Patenaude, Minister of Inland Revenue; with a copy of all invoices. And also a statement of the amounts spent for the furnishing of the office of the Hon. W. B. Nantel, when Minister of Inland Revenue; with a copy of all invoices. Presented March 7, 1916.—*Mr. Lanctot.*
Not printed.

171. Return to an Order of the House of the 3rd February, 1916, for a copy of all documents, title deeds, papers, notarial deeds or private writings in connection with the sale, donation or transfer, by the estate of Alex. Fraser, of Rivière du Loup, to the Government or the Railway Department, for the Intercolonial, the lot of land or part of the lot of land, at the east of the Intercolonial bridge at Rivière du Loup, at a place called Gauvreau Yard; also of all correspondence in this connection. Presented March 7, 1916.—*Mr. Gauvreau*.. .. ..*Not printed.*

172. Report of the Federal Plan Commission on a general plan for the cities of Ottawa and Hull, 1915. Presented by Sir Robert Borden, March 10, 1916.. .. ..*Not printed.*

173. Return to an Order of the House of the 3rd February, 1916, for copies of all telegrams, letters, petitions, correspondence and other documents whatsoever relating to the post office and the postmaster of the Parish of St. Esprit, in the county of Montcalm, from October, 1911, to the present day. Presented March 10, 1916.—*Mr. Seguin.*
Not printed.

174. Return to an Order of the House of the 16th February, 1916, for a copy of all telegrams, letters, petitions and documents of all kinds, in any way referring to the awarding of the contract for carrying the mail from Inverness to Margaree Harbour. Presented March 10, 1916.—*Mr. Chisholm (Inverness)*.. .. ..*Not printed.*

175. Return to an Order of the House of the 3rd February, 1916, for a copy of all letters, papers, telegrams and documents of all kinds whatsoever in connection with the tenders and awarding of the contract for carrying the mails between the tram cars and the post office at Glace Bay, South Cape Breton. Presented March 10, 1916.—*Mr. Carroll.*
Not printed.

176. Return to an Order of the House of the 7th February, 1916, for a copy of all papers, memoranda, correspondence, reports, etc., in connection with the dismissal of John E. Hallamore, as postmaster at Upper New Cornwall, Lunenburg County, N.S. Presented March 10, 1916.—*Mr. Maclean (Halifax)*.. .. ..*Not printed.*

177. Return to an Order of the House of the 16th February, 1916, for a copy of all telegrams, letters, petitions, and of all documents of all kinds in any way referring to the awarding of the contract for carrying the mail to Eastern Harbour and Pleasant Bay. Presented March 10, 1916.—*Mr. Chisholm (Inverness)*.. .. ..*Not printed.*

178. Return to an Order of the House of the 21st February, 1916, for a detailed statement of all war orders obtained by the Dominion Steel Corporation of Sydney, Nova Scotia. Presented March 10, 1916.—*Mr. Lemieux*.. .. ..*Not printed.*

179. Return to an Order of the House of the 21st February, 1916, for a copy of the war orders given to the Montreal Street Railway Company. Presented March 10, 1916.— *Mr. Fortier*.. .. ..*Not printed.*

180. Report of the International Commission pertaining to the St. John river. Presented by Hon. Mr. Rogers, March 10, 1916.. .. ..*Printed for sessional papers only.*

181. Return to an Order of the House of the 21st February, 1916, for a detailed statement of all the wrecks which have taken place on the St. Lawrence river from 1867 until 1916, inclusive. Presented March 13, 1916.—*Mr. Lemieux*.. .. ..*Not printed.*

182. Return to an Address to His Royal Highness the Governor General of the 3rd February, 1916, for a copy of all Orders in Council, letters, telegrams, reports and other documents regarding the proposed public building in Prince Rupert for post office and other purposes, and regarding the land proposed for such public building and the purchase of such land. Presented March 13, 1916.—*Mr. Knowles*.. .. ..*Not printed.*

CONTENTS OF VOLUME 28—*Continued.*

183. Return to an Address to His Royal Highness the Governor General of the 7th February, 1916, for a copy of the Order in Council or departmental order dismissing Mr. Bayfield from the position of Superintendent of Dredging in British Columbia; and also a copy of the Order in Council or departmental order appointing J. L. Nelson in his place. Presented March 13, 1916.—*Mr. Pugsley*.. .. ..*Not printed.*

184. Return to an Order of the House of the 23rd February, 1916, for a copy of all reports and documents concerning the surveys made by the Federal Government during the autumn of 1914 of Lake Matapedia and the river of the same name down to the village of Amqui. Presented March 13, 1916.—*Mr. Lapointe (Kamouraska)*.. ..*Not printed.*

185. Return to an Order of the House of the 13th March, 1916, for a copy of the pension list in force in Canada for disabled soldiers and of all petitions, letters or other documents relating to the amendment or readjustment of the same. Presented March 14, 1916.—*Printed for distribution and sessional papers.*

186. Return to an Order of the House of the 16th February, 1916, for a copy of all letters, petitions, correspondence and telegrams between the Government, the engineers, and all other persons concerning the building of the post office at Rigaud; also of the amounts of money paid to divers persons for such building, furnishing, the land, the care of the grounds and other works. Presented March 15, 1916.—*Mr. Boyer*.. .. .. ..*Not printed.*

187. Return to an Order of the House of the 6th March, 1916, for a return showing the different rural mail routes in the constituency of Medicine Hat, with their location and date of establishment; and also all rural mail routes now being established or under consideration at the present time in the same constituency. Presented March 15, 1916. —*Mr. Buchanan*.. .. ..*Not printed.*

187*a*. Return to an Order of the House of the 20th March, 1916, for a return showing:—1. The reason for the delay in the establishment of the rural mail routes, reported under consideration, in the constituency of Medicine Hat. 2. When these routes were first applied for. 3. If the applications possessed the required number of signatures. 4. If tenders have been invited. If so, for what routes. 5. Why the lowest tenders were not accepted, and the routes established. 6. If any tenders are being invited for these routes. 7. If there is a likelihood of any of these routes being operated immediately. Presented March 27, 1916.—*Mr. Buchanan*.. .. ..*Not printed.*

188. Return to an Order of the House of the 21st February, 1916, for a copy of all letters, telegrams, investigations and reports relating to the dismissal of Joseph Fleming, conductor Intercolonial Railway, and in regard to his reinstatement. Presented March 16, 1916.—*Mr. Macdonald*.. .. ..*Not printed.*

189. Return to an Order of the House of the 18th March, 1915, for a copy of all petitions, telegrams, communications and other documents relating to the dismissal of Mr. Hubert Paquin, postmaster of St. Gilbert de Portneuf. Presented March 16, 1916.—*Mr. Delisle.* *Not printed.*

190. Return to an Order of the House of the 16th February, 1916, for a copy of all letters, petitions, correspondence and telegrams, exchanged between the Government, its Inquiry Commissioner, Mr. G. H. Bergeron, and all other persons, concerning the inquiry, the dismissal and replacing of the postmasters of the different post offices mentioned below; and of all correspondence relating to the appointments of the present postmasters who replace the former ones, who had been either dismissed or replaced for one reason or another:—St. Lazare Village, Vaudreuil Station, Pointe Fortune, Val des Eboulis, Mont Oscar, St. Justine de Newton, Ste. Marthe. Presented March 16, 1916.—*Mr. Boyer.* *Not printed.*

191. Dismissal of Mr. Chisholm, Inspector of Indian Agencies, Saskatchewan.—(*Senate*). *Not printed.*

192. Return to an Order of the House of the 28th February, 1916, for a return showing:—1. The names, rank and military qualifications of the officers on the Headquarters Staff of the 1st, 2nd and 3rd Divisional Areas, including those on Staffs of Camps and Schools of Instruction, on October 1, 1915. 2. The names of those of the above who on that date had volunteered, taken the oath and been attested for overseas service. Presented March 20, 1916.—*Mr. Proulx*.. .. ..*Not printed.*

193. Return to an Order of the House of the 21st February, 1916, for a return showing:—1. How many persons have been employed by the Department of Militia since the beginning of the war in the examining, appraising or testing of materials, such as clothing, harness, etc., purchased for military purposes. 2. How many of such employees are practical trades people, experts, or otherwise experienced persons in the respective callings connected with the various materials as purchased. Presented March 20, 1916.—*Mr. Verville*.. .. ..*Not printed.*

CONTENTS OF VOLUME 28—*Continued.*

194. Return to an Order of the House of the 6th March, 1916, for a copy of all telegrams, letters, petitions and documents of all kinds referring in any way to the application of Mrs. Flora McIntyre, of River Dennis, Inverness County, N.S., for the Fenian Raid Veteran Bounty of her late husband, Angus McIntyre, late of River Dennis. Presented March 20, 1916.—*Mr. Chisholm (Inverness)*.. .. .. .

CONTENTS OF VOLUME 28—*Continued.*

199. Return to an Order of the House of the 6th March, 1916, for a return showing the amounts contributed from the constituency of Medicine Hat for machine guns, and by whom contributed or forwarded. Presented March 21, 1916.—*Mr. Buchanan*.. ..*Not printed.*

200. Return to an Order of the House of the 13th March, 1916, for a copy of all letters, petitions, recommendations and other documents in the possession of the Post Office Department relating to the appointment of the postmaster at West Roachdale, Guysbo ough County, Nova Scotia, to take the place of J. H. McGuire, deceased. Presented March 21, 1916.—*Mr. Sinclair*.. .. ..*Not printed.*

201. Return to an Order of the House of the 28th February, 1916, for a return showing in detail the payment or payments amounting to $647.50, paid to P. A. Stoddart, fishery guardian, Shelburne County, N.S., during the year ending March 31, 1915. Presented March 21, 1916.—*Mr. Kyte*.. .. ..*Not printed.*

202. Return to an Order of the House of the 28th February, 1916, for a copy of all correspondence, letters, telegrams and documents of all kinds relating to the chartering of the vessel *Starling*, by the Department of Marine and Fisheries. Presented March 21, 1916. *Mr. Kyte*.. .. ..*Not printed.*

203. Return to an Order of the House of the 7th February, 1916, for a copy of all documents, letters, messages, correspondence and reports concerning a conference between the Minister of Agriculture and certain representatives of the Mennonite Church in or about July, 1873, and referred to in a certain letter dated 23rd July, 1873, signed by P. M. Lowe, Secretary of the Department of Agriculture, and addressed to Messrs. David Klassen, Jacob Peters, Heinrich Wiebe and Cornelius Toews, delegates from Southern Russia. Presented March 21, 1916.—*Mr. McCraney*.. .. ..*Not printed.*

204. Return to an Order of the House of the 13th March, 1916, for a copy of all letters, telegrams, petitions, memorials and other documents relating to the subsidizing by the Government of the construction of ships in British Columbia, or of ships when built; or as to the laying down or constructing or assisting in the construction in British Columbia of twenty-five ships by the Government, or as to assisting by subsidies or otherwise in the construction of ships in the Dominion. Presented March 23, 1916.—*Mr. Macdonald.* *Not printed.*

205. Return to an Order of the House of the 13th March, 1916, for a copy of the affidavit of David W. McLean, Windsor, N.S., to whom Warrant No. 25737 was issued for Fenian Raid Bounty, and also a copy of all correspondence and other documents relating to the payment of the same. Presented March 23, 1916.—*Mr. Macdonald*.. .. .. ..*Not printed.*

206. Return to an Order of the House of the 9th March, 1916, for a return showing:—1. The amount collected in wharfage on goods landed on Government wharves in the county of Victoria, at Neils Harbour, Ingonish, Englishtown, South Gut, Baddeck, Little Narrows, Nyaiga, and Big Bras d'Or. 2. The amount collected at each of the above places, by whom collected, and how much returned to the Government in each case. Presented March 27, 1916.—*Mr. McKenzie*.. .. ..*Not printed.*

207. Return to an Order of the House of the 20th March, 1916, for a return showing:—The names of the 54 Canadian officers employed in the Canadian Pay and Record Office, London, and amounts per month paid to each of them. Presented March 27, 1916.—*Mr. Macdonald*.. .. ..*Not printed.*

208. Return to an Order of the House of the 3rd February, 1916, for a copy of all letters, telegrams, petitions, directions and other documents relative to the surveys for a railway under the Railway Department, which have been carried on during the past summer, at points east and west from Sunnybrae, in the county of Pictou. Presented March 27, 1916.—*Mr. Macdonald*.. .. ..*Not printed.*

209. Return to an Order of the House of the 21st February, 1916, for a copy of all papers, agreements, letters, telegrams and other documents relating to the proposal to purchase, lease, or use of, the railway known as the Vale Railway, county of Pictou, and to the operation of the same by the Railway Department. Presented March 27, 1916.—*Mr. Macdonald*.. .. ..*Not printed.*

210. Return to an Order of the House of the 7th February, 1916, for a return showing the number and purpose of all commissions appointed by the Government since 1911, and the cost of each, together with names of the various members of such commissions. Presented March 27, 1916.—*Mr. Pardee*.. .. ..*Not printed.*

211. Return to an Order of the House of the 6th March, 1916, for a copy of all correspondence, letters, telegrams and documents relating to the dismissal or resignation of Dr. W. T. Patton from the service of the Veterinary Inspection Branch of the Department of the Interior, and his re-appointment and his later dismissal or resignation. Presented March 27, 1916.—*Mr. Buchanan*.. .. ..*Not printed.*

CONTENTS OF VOLUME 28—*Continued.*

211*a*. Return to an Order of the House of the 3rd April, 1916, for a copy of all correspondence, letters, telegrams and documents relating to the dismissal or resignation of Dr. W. T. Patton, from the service of the Veterinary Inspection Branch of the Department of Agriculture at Coutts, Alberta, and his re-appointment and later dismissal or resignation. Presented May 10, 1916.—*Mr. Buchanan*.. .. ..*Not printed.*

212. Return to an Order of the House of the 28th February, 1916, for a copy of all accounts, telegrams, letters, bills of costs and other documents relating to the case of J. P. Dionne against the King, before the Exchequer Court, in which case Mr. Leo Bérube was attorney and Mr. E. H. Cimon was counsel, both being lawyers of Fraserville. Presented March 27, 1916.—*Mr. Gauvreau*.. .. ..*Not printed*

212*a*. Return to an Order of the House of the 5th April, 1916, for a copy of all telegrams and letters from Leo Berube, lawyer, M.P.P., to the Minister of Justice, relating to the production of the official and public documents asked for by C. A. Gauvreau, M.P., in the case of J. P. Dionne vs. The King, and of any answers of the Minister of Justice to such telegrams and letters. Presented April 10, 1916.—*Mr. Gauvreau*.. .. .. ..*Not printed*

213. Return to an Address to His Royal Highness the Governor General, of the 7th February, 1916, for a copy of all correspondence with the Imperial authorities in connection with the purchase of horses, and the prohibiting of the export of horses. Presented March 27, 1916.—*Sir Wilfrid Laurier*.. .. ..*Not printed.*

214. Return to an Order of the House of the 1st March, 1916, for a copy of all correspondence, telegrams, reports and documents of all kinds relating to the visits of a fair wage officer to New Glasgow, N.S., in connection with the schedule of wages of men employed in works making shells at that place. Presented March 28, 1916.—*Mr. Macdonald.*
Not printed.

215. Copy of Order in Council P.C. No. 634, dated 24th March, 1916, *re* the prohibition of the exportation of certain goods including nickel, nickel ore and nickel matte, to certain foreign ports. Presented by Sir Robert Borden, March 28, 1916.
Printed for sessional papers only.

216. Return to an Order of the House of the 6th March, 1916, for a copy of all correspondence, accounts, vouchers, memoranda, etc., relating to the construction of a launch way and boat house at Bear Cove Beach, Halifax County, N.S., and completed in 1914. Presented March 29, 1916.—*Mr. Maclean (Halifax)*.. .. ..*Not printed.*

217. Return to an Order of the House of the 6th March, 1916, for a detailed statement of the expenditure last year at McNair's Cove, Nova Scotia, giving the names of the workmen, the number thus employed, the amount paid to each; also the amount paid for supplies and material, and the names of the persons to whom the same was paid. Presented March 29, 1916.—*Mr. Chisholm (Antigonish)*.. .. ..*Not printed.*

218. Return to an Order of the House of the 6th March, 1916, for a copy of all correspondence, accounts, vouchers, receipts, etc., in connection with the construction of a wharf at Shad Bay, Halifax County, N.S., in 1914 and 1915. Presented March 29, 1916.—*Mr. Maclean (Halifax)*.. .. ..*Not printed.*

219. Return to an Order of the House of the 16th March, 1916, for a return showing:—1. Whether the Government has received any complaints as to the manner of supplying clothing to the Royal Military College, or as to its fit, workmanship or materials employed, or as to any delay in furnishing the cadets with clothing. 2. If so, from whom such complaints have been received. 3. On what grounds. 4. What form the complaint was in. 5. The nature of the complaint. 6. If the Government is aware as to whether or not there has been dissatisfaction as to the fit, workmanship and materials employed, or as to any delay in furnishing the cadets with clothing. 7. If it is true, as alleged, that the late Commandant of the Royal Military College, Colonel Crowe, before he left, recommended a change of system for the supply of clothing, and outlined the features of such a system. 8. If so, the details of the plan suggested. 9. To what extent the plan suggested by Colonel Crowe was adopted. If not adopted, why not. 10. Whether the present Commandant of the Royal Military College made any suggestions as to a change in the system of supplying clothing to the cadets. 11. If so, the changes which he suggested. Presented March 30, 1916.—*Mr. Carvell.*
Not printed.

220. Escape of alien enemies from detention camps at Amherst, N.S.—*(Senate)*..*Not printed.*

221. Return to an Order of the House of the 21st February, 1916, for a copy of all letters, petitions, papers, telegrams, tenders and other documents relating to the establishment of a rural mail route from Alma, through Sylvester and Loch Broom, and as to the closing of the post offices at Sylvester and Loch Broom. Presented March 31, 1916.—*Mr. Macdonald*.. .. ..*Not printed.*

CONTENTS OF VOLUME 28—*Continued.*

222. Return to an Order of the House of the 3rd February, 1916, for a copy of all petitions, letters, papers, telegrams, tenders and other documents relating to the establishment of rural mail route from Scotsburn to North Scotsburn, Rogers Hill and Hardwood Hill, and as to the closing of any post offices on said route. Presented March 31, 1916.—*Mr. Macdonald*.. .. .. .

CONTENTS OF VOLUME 28—*Continued.*

232. Return to an Order of the House of the 15th March, 1916, for a copy of all letters, telegrams and petitions in the possession or under the control of the Post Office Department having reference to the dismissal of Postmaster McRitchie at North River Centre, Victoria County, Nova Scotia, and to the appointment of Neil McLeod in his place. Presented April 5, 1914.—*Mr. McKenzie*.. .. ..*Not printed.*

233. Return to an Order of the House of the 27th March, 1916, for a copy of all petitions, correspondence, telegrams, recommendations and other papers or documents in the possession of the Postmaster General or his department, relating to the dismissal of James Hall, Postmaster at Milford Haven Bridge, Guysborough County, Nova Scotia, and the appointment of Guy O'Connor, as his successor. Presented April 5, 1916.—*Mr. Sinclair.* *Not printed.*

234. Return to an Order of the House of the 7th February, 1916, for a report showing the apportioning of electoral polling divisions in Manitoba, made by judges under authority of the Dominion Elections Act, 7-8 Edward VII, Chapter 26. Presented April 5, 1916.—*Sir Wilfrid Laurier*.. .. ..*Not printed.*

235. Return to an Order of the House of the 23rd February, 1916, for a copy of all profiles, reports, correspondence and all documents concerning the construction of a viaduct at Amqui, on the Intercolonial Railway, at the place called Traverse Dubé, Dubé Crossing; also of the plans of properties belonging to the Intercolonial Railway at Amqui, and of the land leased to the Municipality of Amqui, with a copy of the lease affecting such land. Presented April 5, 1916.—*Mr. Lapointe (Kamouraska)*.. .. .. ..*Not printed.*

236. Return to an Order of the House of the 20th March, 1916, for a return showing the number of horses bought for remounts in Alberta, the persons from whom they were purchased, and the amount paid for each horse. Presented April 6, 1916.—*Mr. Buchanan.* *Not printed.*

237. Return to an Order of the House of the 15th March, 1916, for a return showing:—1. Who has been furnishing food, clothing and other necessary supplies to the soldiers at North Sydney and Sydney Mines, since the 4th August, 1914, to the 1st February, 1916. 2. The names and amounts paid to each, and amounts due to each on 1st February, 1916, over and above what has already been paid. 3. Whether the said supplies of all kinds were obtained or called for by public tender. If so, how the tenders were called, and who the tenderers were. 4. If the contracts for such supplies were always given to the lowest tenderer. 5. The names of those who tendered, and the figures of the tenders in each case. 6. The different methods by which tenders were invited, and for what classes of merchandise or supplies. Presented April 6, 1916.—*Mr. McKenzie*.. ..*Not printed.*

238. Order in Council No. P.C. 680, dated 23rd March, 1916, respecting the application of the Industrial Disputes Investigation Act, 1907, in the case of disputes between employers and employees affecting the delivery of war supplies. Presented by Hon. Mr. Roche, April 6, 1916.. .. ..*Not printed.*

239. Return to an Order of the House of the 13th March, 1916, for a copy of all the evidence taken by the Commission appointed to inquire into claims for damages made against the Militia Department in the town of Sydney Mines, Nova Scotia, and of the report made upon each claim or case, said claims being for damages to lands and other property. Presented April 7, 1916.—*Mr. McKenzie*.. .. ..*Not printed.*

240 Return to an Order of the House of the 1st March, 1916, for a copy of all letters, correspondence and telegrams between the Speaker, the Clerk of the House of Commons, the Civil Service Commission and the Minister of Finance in regard to the proposed appointment of Mr. H. Crossley Sherwood, as Assistant Clerk of Routine and Records, from 1st October, 1914, down to the present date. Presented April 7, 1916.—*Mr. Turriff.* *Not printed.*

240a. Supplementary Return to an Order of the House of the 1st March, 1916, for a copy of all letters, correspondence and telegrams between the Speaker, the Clerk of the House of Commons, the Civil Service Commission and the Minister of Finance in regard to the proposed appointment of Mr. H. Crossley Sherwood, as Assistant Clerk of Routine and Records, from 1st October, 1914, down to the present date. Presented April 10, 1916.—*Mr. Turriff*.. .. ..*Not printed.*

241. Return to an Order of the House of the 20th March, 1916, for a copy of all recommendations, letters, telegrams and correspondence relating to the recent appointment of a lightkeeper at Arisaig, N.S. Presented April 7, 1916.—*Mr. Chisholm (Antigonish).* *Not printed.*

242. Return to an Order of the Senate dated 31st March, 1916:—For a copy of all papers, letters and all correspondence regarding the passport granted to W. F. Bauman, an alien enemy. The said Bauman is a Bavarian.—(*Senate*).. .. ..*Not printed.*

CONTENTS OF VOLUME 28—*Continued.*

243. Return to an Order of the House of the 3rd February, 1916, for a copy of all letters, telegrams, or other communications sent to the Government or any member or department thereof before 15th August, 1914, pointing out the necessity of granting relief to the settlers in the drouth-stricken area of Alberta. Presented April 10, 1916.—*Mr. Buchanan*.. .. .. .

CONTENTS OF VOLUME 28—*Continued.*

254. Return to an Order of the House of the 21st February, 1916, for a copy of all letters, papers, telegrams and other documents relating to the survey in the harbour of Pictou, for a proposed new bridge, by the Railway Department; and also a statement showing the amounts paid in connection with said survey, the names of the persons to whom paid, and the purposes for which they were paid. Presented April 11, 1916.—*Mr. Macdonald*.. .. .. .

CONTENTS OF VOLUME 28—*Continued.*

265. Return to an Order of the House of the 12th April, 1916, for a return showing:—1. How many clerks there are in the Finance Department who belong to and are paid from the outside service vote and who work in the inside service. 2. The names of said clerks. 3. Salary paid to each. 4. How long each has been in the service of the Department. 5. If all or any of these clerks have passed any examination. If so, what examination and on what date or dates. Presented April 26, 1916.—*Mr. Turriff*.. .. .. ..*Not printed.*

266. Return to an Order of the House of the 23rd February, 1916, for a return showing:—1. The number of permanent employees in the Department of Inland Revenue in 1915-16. 2. How many there will be in 1916-17. 3. How much money was paid in salaries for temporary employees in each of the following years: 1912-13, 1913-14, 1914-15 and 1915-16. 4. The names of the temporary employees and the dates of their appointment, respectively. Presented April 26, 1916.—*Mr. Lanctot*.. .. ..*Not printed.*

267. Return to an Order of the Senate dated the 14th instant, showing the number of men recruited up to the first day of April, 1916.—(*Senate*).. .. ..*Not printed.*

268. Return to an Order of the Senate, dated the 23rd day of March, 1916, of all papers and documents dealing with the escapes and the liberation of alien enemy prisoners from the detention camp situated at Banff, in the province of Alberta. Ordered, That the same do lie on the table.—(*Senate*).. .. ..*Not printed.*

269. Return to an Order of the House of the 19th April, 1916, for a return showing:—1 Whether there is a Director of Recruiting and Organizations in England for the Canadian Service. 2. If so, his name and duties. 3. The number employed upon his staff. 4. The total expenses of his staff. Presented April 28, 1916.. .. ..*Not printed.*

270. Return to an Order of the Senate, dated 11th instant:—For a copy of an application made by Rev. Isaac Hunter Macdonald, of Kintore, Ontario, to the Militia Department for a position of chaplain or major; also, of all copies of letters, papers or telegrams either recommending or opposing said application.—(*Senate*).. .. ..*Not printed.*

271. Return to an Address to His Royal Highness the Governor General of the 29th March, 1916, for a copy of all petitions received by the Governor General in Council requesting the disavowal of the Act of the Legislature of the Province of Ontario, Chapter 45, 5 George V, 1915, concerning the School Commission of the Roman Catholic Schools of the City of Ottawa, and of all documents, memoranda, reports, letters and correspondence concerning the said petitions for disavowal, or concerning the said Act of the Legislature of the Province of Ontario, 5 George V, Chapter 45. Presented May 1, 1916.—*Mr. Lapointe* (*Kamouraska*).. .. ..*Not printed.*

271*a*. Order in Council and Report of Minister of Justice transmitting to Lieutenant Governor of Ontario copy of petition from Samuel Genest and others, praying for the disallowance of an Act of the Legislature of Ontario, Chapter 45 of 5 George V (1915). Order in Council and Report of Minister of Justice on the Statutes of the Legislature of Ontario, passed in the 5th year of His Majesty's reign (1915). Report of Prime Minister of Ontario on petition relating to the disallowance of an Act of the Legislature of Ontario, Chapter 45 of 5 George V (1915). Presented May 3, 1916.—*Mr. Lapointe* (*Kamouraska*).. .. ..*Printed for sessional papers only.*

272. Return to an Order of the House of the 20th March, 1916, for a copy of all telegrams, letters, correspondence and contracts between the Quebec Harbour Commission and Benjamin Demers, of the parish of St. Nicolas, county of Lévis, concerning the purchase of the St. Nicolas quarry. Presented May 1, 1916.—*Mr. Bourassa*.. .. ..*Not printed.*

273. Return to an Order of the House of the 13th March, 1916, for a return showing a list of vessels belonging to the Canadian Government which are on service under the provision of the Canadian Naval Act, and of all vessels not now in service and their present condition and suitability for service, and also for a copy of all letters, petitions or communications had by or with the Government in regard to the establishment of a Canadian Naval Brigade. Presented May 1, 1916.—*Mr. Macdonald*.. .. .. ..*Not printed.*

274. Return to an Order of the House of the 29th March, 1916, for a copy of all correspondence, petitions and papers, including the report of Charles Bruce, engineer, in the possession of the Department of Marine and Fisheries relating to the construction of a bait freezer at White Head, Nova Scotia. Presented May 1, 1916.—*Mr. Sinclair*
Not printed.

275. Duplicate Return to an Order of the House of the 17th March, 1915, for a copy of all correspondence and reports relating to the purchase of 25,000 shovels of special pattern, mentioned in Order in Council P.C. 2302, dated 4th September, 1914, on page 28 of memoranda respecting work of the Department of Militia and Defence, and also relating to any further purchases of such shovels. Presented May 1, 1916.—*Mr. Hughes* (*P.E.I.*).. .. ..*Not printed.*

CONTENTS OF VOLUME 28—*Continued.*

276. Return to an Order of the House of the 5th April, 1916, for a copy of all letters, telegrams, offers, tenders, reports, contracts and documents relating to the sale or other disposal of small arms ammunition since 4th August, 1914. Presented May 1, 1916.—*Mr. Macdonald*.. .. .. .

CONTENTS OF VOLUME 28—*Continued.*

284. Return to an Order of the House of the 27th March, 1916, for a return showing the names and addresses of all persons in the Public Service of any and every Department of the Government of Canada, in the counties of Cape Breton, Victoria, Inverness, Richmond, Guysborough, Antigonish and Pictou, Province of Nova Scotia. Presented May 4, 1916. —*Mr. Carroll*.. .. .. .

CONTENTS OF VOLUME 28—*Concluded.*

295a. Correspondence in respect to the offer of sale to the Government of Canada of the Quebec, Montmorency and Charlevoix Railway, the Quebec and Saguenay Railway and the Lotbinière and Megantic Railway. Presented by Hon. Mr. Reid, May 16, 1916.
Not printed.

296. Return to an Address to His Royal Highness the Governor General of the 1st March, 1916, for a copy of all correspondence, letters, telegrams, Orders in Council, etc., relating to the transfer by the Government of Ontario to the Government of Canada, of the rights held by the former in the lakes, dams, etc., contiguous to or forming a part of the Trent Valley Waterways System. Presented May 17, 1916.—*Mr. Graham.*
Not printed.

297. Return to an Order of the House of the 1st May, 1916, for a copy of all papers, telegrams, letters and other documents in connection with the decision to locate an interior storage elevator at Calgary, Alberta. Presented May 17, 1916.. .. ..*Not printed.*

298. Return to an Order of the House of the 12th April, 1916, for a return showing the plan and description of the proposed permanent harbour quay line in the harbour at Pictou, and for a copy of all papers, letters, telegrams and other documents relating to the establishment of the same. Presented May 17, 1916.—*Mr. Macdonald .. ..Not printed.*

299. Return to an Order of the House of the 21st February, 1916, for a copy of all tenders, offers, letters, telegrams and other documents relating to the arrangements for the handling of freight and coal at Pictou, in connection with the boats engaged in the winter service between Pictou and Prince Edward Island during the year 1914-1915, and during the present season. Presented May 18, 1916.—*Mr. Macdonald .. .. ..Not printed.*

DOMINION OF CANADA

ANNUAL REPORT

OF THE

DEPARTMENT OF RAILWAYS AND CANALS

FOR THE FISCAL YEAR FROM APRIL 1, 1914, TO MARCH 31, 1915

Submitted in accordance with the provisions of the Revised Statutes of Canada, 1906, Chapter 35, Section 33.

PRINTED BY ORDER OF PARLIAMENT.

OTTAWA
PRINTED BY J. DE L. TACHÉ, PRINTER TO THE KING'S MOST EXCELLENT MAJESTY
1916.

[No. 20—1916.]

To Field Marshal His Royal Highness Prince Arthur William Patrick Albert, Duke of Connaught and of Strathearn, K.G., K.T., K.P., etc., etc., etc., Governor General and Commander in Chief of the Dominion of Canada.

May it Please Your Royal Highness,—

The undersigned has the honour to present to Your Royal Highness the Annual Report of the Department of Railways and Canals, of the Dominion of Canada, for the past fiscal year from April 1, 1914, to March 31, 1915:—

F. COCHRANE,
Minister of Railways and Canals.

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IV. Report of the Government Chief Engineer for the Western Division of the National Transcontinental Railway.

V. Report of the Board of Engineers, Quebec Bridge.

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REPORT

OF THE

DEPUTY MINISTER OF RAILWAYS AND CANALS

FOR THE YEAR ENDING MARCH 31, 1915.

To the Honourable F. Cochrane,
Minister of Railways and Canals.

Sir,—I have the honour to submit the annual report of the Department of Railways and Canals for the fiscal period of twelve months ended March 31, 1915.

The annual reports of the engineers, together with general and special reports from superintendents, both of railways and canals, and from other officers in the department, are given in appendices. These include the report of the General Manager of Government Railways; the report of the Government Chief Engineer of the Western Division of the Transcontinental Railway; the report of the chairman of the Quebec Bridge Engineers' Board; and the report of the Chief Engineer of the department.

In Part I will be found statements of the accountant of the department, showing the amounts expended during the past fiscal year in construction, repair and maintenance of the several works under the department; also statements showing total expenditure on each canal since its construction, and on each of the Government railways; also a statement showing payments made, year by year, to subsidized railways, with the aggregates of such payments.

In Part II are the statements of the Departmental Solicitor of the contracts and agreements entered into during the year.

GENERAL SUMMARY.

During the twelve months of the past fiscal year 1914-15 the expenditures made by or through the department on its several works of operation, maintenance and construction, both railway and canal, and in furtherance by subsidy, under specific votes granted by Parliament, of railway enterprises in various parts of Canada other than the Government roads, also the revenue derived from the Government works, aggregate as follows:—

The total railway expenditure, including the Quebec bridge, amounted to $42,747,532.78, of which $24,681,969.02 was charged to capital, $12,497,453.85 to revenue, and $5,568,109.91 to income.

The railway expenditure on capital account included $6,663,436.65 for the Intercolonial Railway, $570,530.70 for the Prince Edward Island Railway, $9,831,952.58 for the Eastern Division (from Moncton to Winnipeg) of the National Transcontinental Railway, which is in course of construction by a board of commissioners, $4,773,743.99 for the Hudson Bay Railway, and $2,816,305.10 for the Quebec bridge; $1,300 for the International Railway, and $24,700 for the New Brunswick and Prince Edward Island Railway.

The railway expenditure on income included a total of $5,191,507.48 paid as subsidies to railways other than the Government roads, $221,254.64 for the Board of Railway Commissioners for Canada, and $92,099.48 for Railway Grade Crossing Fund.

The expenditure on the Intercolonial Railway amounted to $18,101,809.79, namely, $6,663,436.65 on capital account, and on revenue account (working expenses) $11,438,373.14.

On the Prince Edward Island Railway, the total expenditure was $1,168,757.67, of which $570,530.70 was charged to capital and $598,226.97 to revenue.

The total expenditure on the National Transcontinental Railway amounted to $10,071,479.83, namely, $9,831,952.58 on capital, and $239,527.25 on revenue account (working expenses). The working expenses for the International Railway amounted to $66,706.35; this does not include the sum of $45,000 paid as rental for the road. The working expenses for the New Brunswick and Prince Edward Island Railway were $43,942.53, and for the St. John and Quebec Railway, $24,694.75.

The expenditure on canals aggregated $7,314,131.98, of which $5,490,796.03 was chargeable to capital account, $444,730.17 to income, $777,931.67 for staff, and $600,674.11 for repairs, the last two amounts being charged to revenue.

Adding to the above for miscellaneous expenditures common to both branches, the sum of $2,324.14, the total expenditure for the year on railways and canals was $50,063,988.90.

The total revenue derived from the Government railway and canal works was $12,577,120.46, of which the railways produced $12,149,357.32, and the canals $427,763.14,* the sum of $236,277.37 being derived from hydraulic and other rents.

The total Government expenditure on railways prior to and since Confederation (July 1, 1867) up to March 31, 1915, amounts, on capital account, to $352,947,757.30, including expenditure on the Quebec bridge, and also the sum of $25,000,000 granted to the Canadian Pacific Railway Company for its main line; also the amount, $660,683.09, expended on the Annapolis and Digby Railway. In addition, there has been expended from the consolidated fund a total of $295,127,670.25, covering the

* Under the authority of an order in council, dated June 22, 1905, the system of charging tolls for the passage of vessels and goods was abolished on all the canals of the Dominion. Records, however, are kept for statistical purposes, and the compilation of the resultant figures is given in a separate report issued by the department.

operating expenses of the Government roads, and $72,757,660.17 on subsidies other than that for the main line of the Canadian Pacific Railway, making a total expenditure of $648,075,427.55.** Of this amount, the sum of $13,881,460.65 was expended prior to Confederation, namely, on the construction of portions of what is now the Intercolonial Railway system, $10,766,725.54, and on the construction of the Prince Edward Island railway, $3,114,735.11.

The total Government expenditure on canals prior to and since July 1, 1867, to March 31, 1915, amounts on capital account to $112,472,576.79, of which $20,593,866.13 was expended prior to Confederation, and from the consolidated fund, for operation maintenance and repairs, to $37,733,193.55, making a total of $150,205,770.34.

The total expenditure on the two branches, railways and canals, up to March 31, 1915, is as above, $798,281,197.89; adding to which for general expenditures embracing both, the further sum of $832,983.29, the grand total expenditure amounts to $799,114,181.18.

The total revenue collected since July 1, 1867, to March 31, 1915, amounts, from the Government Railways, to $206,426,631.21, and from the canals to $15,757,125.97, making a total of $222,183,757.18.

Details in tabulated form showing the general classes and directions of the above expenditures and revenues will be found in the statements of the accountant of the department, printed in the appendices, Part I, herewith.

GOVERNMENT RAILWAYS IN OPERATION.

Details respecting these railways and their operation during the fiscal year ended March 31, 1915, will be found in appendix, Part III, containing reports from the General Manager and the officials of these roads.

The Intercolonial Railway operations resulted in a profit of $42,965.08, but the sum of $36,465.08, at the close of the year, was transferred to the Equipment Renewal Account, and was expended as part of the working expenses, making their total $11,438,373.14, to which is to be added $6,500.00 paid under special votes, as compassionate allowances, making the total $11,444,873.14. The total earnings amounted to $11,444,873.14.

The Prince Edward Island Railway working expenses amounted to $598,226.97. Its earnings amounted to $415,495.44, the deficit being $182,731.53.

The International Railway working expenses amounted to $66,706.35, and the earnings to $65,468.92.

** This amount does not include the annual payment of $119,700 to the provincial government of Quebec, being interest at the rate of 5 per cent on the sum of $2,394,000 up to 1905, granted by 47 Victoria, ch. 8 (1884), nor the annual payment of $107,730, being interest at the rate of 4½ per cent since and including 1905, on the said sum of $2,394,000, for the line between Ottawa and Quebec, which sum was transferred to the public debt as a liability, and is dealt with by the Finance Department. (*See* Public Accounts, 1893-4, page 10, and 1906, page 79.)

The St. John and Quebec Railway working expenses amounted to $24,694.75, and the earnings to $18,739.73.

The New Brunswick and Prince Edward Island Railway working expenses amounted to $43,942.53, and the earnings to $25,419.81.

The working expenses of the portion of the National Transcontinental Railway put in operation amounted to $239,527.25, and the earnings to $153,312.55.

INTERCOLONIAL RAILWAY.

This railway extends from the Atlantic ocean ports of Halifax, St. John, Sydney, and North Sydney, to Montreal.

On March 1, 1898, the operations of the Intercolonial, the westerly limit of which previously was Lévis, opposite Quebec, were extended to Montreal by means of leases obtained from the Grand Trunk and Drummond County Railway Companies, making an addition of 169·81 miles to the operation of the Government line.

The leasing agreement for an undivided half share or interest, made with the Grand Trunk Railway Company, and dated February 1, 1898, was confirmed, with modification, by the Act 62-63 Vic., chap. 5 (1899). It covers the distance between Ste. Rosalie station and the city of Montreal, with termini in that city, also the Jacques-Cartier junction, the Chaudière bridge and its approaches, and the use of the Victoria bridge over the river St. Lawrence above Montreal. Its term extends for a period of ninety-nine years from March 1, 1898, renewable, in like terms of ninety-nine years each, forever; the annual rental being fixed at $140,000.

Under authority of the Act 62-63 Vic., chap. 6 (1899), the Drummond County Railway from Chaudière to Ste. Rosalie, together with the branch from St. Leonard to Nicolet, was acquired by the Dominion; conveyance being made by a deed dated November 7, 1899.

On October 1, 1904, the Canada Eastern Railway from Gibson to Loggieville, 123·67 miles, was purchased, and on April 19, 1905, the mortgaged Fredericton and St. Mary's bridge, with connected property, 1·33 mile, was surrendered to the Government.

In September, 1911, the branch line, 12·52 miles long, from Ferrona Junction to Sunny Brae, was acquired.

By a diversion, known as the Nelson-to-Derby Junction diversion, 2·69 miles, which was opened for traffic on January 10, 1915, the distance from Nelson to Chatham Junction, 5·5 miles, has been shortened to 2·81 miles.

By a diversion, known as Leitches Creek diversion, 4·26 miles long, from North Sydney to Leitches Creek, C.B., which was put in operation on January 10, 1915, the towns of Sydney Mines, North Sydney, Florence, and Little Bras d'Or, have been placed on the main line, instead of on a branch.

Diagrams showing these two diversions will be found at the end of this report.

The length of the railway main line in operation is 1,454·22 miles; 26·82 miles are double-tracked. There are of passing sidings, 209·44 miles, and of other sidings and spurs, 396·28 miles.

Financial Statements.

CAPITAL ACCOUNT EXPENDITURE.

The expenditure on capital account during the fiscal year ended March 31, 1915, amounted to $6,663,436.65,* bringing the total capital expenditure on the whole railway as amalgamated under the Acts 54-55 Vic., chap. 50 (1891), and 62-63 Vic., chaps. 5 and 6 (1899), together with the acquired Canada Eastern Railway, up to $108,131,509.99.

The principal items charged to capital during the year were as follows (omitting cents): For new terminal facilities at Halifax, $1,327,203; for rolling stock, $2,519,998; for strengthening bridges, $899,941; for increased accommodation and machinery at Halifax, $18,183; for locomotive and car shops with equipment at Moncton, $21,247; for Sydney Mines diversion, $4,044; for diversion at Chatham and branch to wharf, $2,877; for increased accommodation at Truro, $14,806; for increased accommodation along the line, $114,123; for improvements at Point Tupper, $5,353; for surveys and inspections, $95,752; for docks and wharves at Halifax, $449,075; for improvements at Lévis, $58,025; towards the construction of the Dartmouth to Deans Railway, $623,953; for safety appliances, $14,000; for installation of telephone system for operating trains, $2,572; for installation of block system for operation, $45,364; for double-tracking Chaudière Curve to St. Romuald, $58,410; for the Nelson-Derby Junction diversion, $82,952; for North Sydney-Leitches Creek diversion, $159,978; for elimination of level crossings and grades, Moncton, $24,290.

REVENUE ACCOUNT EXPENDITURE.

The expenditures on revenue account—working expenses—are grouped, as usual, under five main heads, each divided into a number of sub-heads.

These expenditures for the fiscal year ended March 31, 1915, were as follows: Maintenance of way and structures, $1,960,385.65 (including an amount of $36,465.08 transferred from fire renewal account) and a credit of $10,019.05, for maintaining joint tracks, yards and other facilities, leaving the net amount,, $1,950,366.60; maintenance of equipment, $2,301,884.48; traffic expenses, $262,647.19; transportation expenses, $6,704,362.27; against which is a credit of $108,455.70, for operating joint yards and terminals, leaving the net amount, $6,595,906.57; general expenses, $327,568.30. The aggregate of the expenditures under these five heads for the year was $11,438,373.14; adding to which $6,500 paid as "compassionate allowances," under special votes, the total is $11,444,873.14.

* In this sum are included Exchequer Court awards to the amount of $8,120.25 and the transfer of $94.90 from the Marine and Fisheries Department, which sums do not appear in the statements of the accountant of the railway at Moncton. Adjustment will be made next year.

In the above expenditures, there were included the following items (omitting cents):—Maintenance of way and structures: for ties, $360,608; for rails, $44,446; for ballast, $55,847; for other track materials, $120,247; roadway and track, $756,903; removal of snow and ice and sand, $58,827; grade crossings, fences, cattle guards and signs, $38,799; and buildings, fixtures and grounds, $255,260. Maintenance of equipment: for repairs to locomotives, $883,996; shop machinery and tools, $65,512; for repairs to passenger cars, $372,743; for repairs to freight cars, $782,308. The traffic expenses included, for advertising, $46,738; and for outside agencies, $121,131. The transportation expenses included: for station employees, $885,120; yard conductors and brakemen, $233,740; for yard enginemen, $142,513; for fuel for yard engines, $212,478; engine house expenses (road), $330,949; for road enginemen, $683,795; for road trainmen, $898,562; for fuel for road engines, $1,882,118; train supplies and expenses, $226,115. The general expenses included salaries and expenses of clerks and attendants, $135,266; and pensions, $93,012.

Details of expenditure will be found in the report of the Comptroller, Part III, of the appendices.

GENERAL NOTES.

The gross earnings of the railway for the year amounted to $11,444,873.14, derived as follows:—

The passenger earnings were $3,291,916.96; the freight earnings, $7,310,765.11; the mail and express earnings and miscellaneous, $842,191.07.

The total engine mileage was 9,127,205; the total train mileage was 7,532,678; and the total car mileage, 110,767,770.

The gross earnings per mile of railway (1,448·82 miles) were $7,899.44; per engine mile, $1.25; per train mile, $1.52; and per car mile, 10·33 cents.

The expenses per mile of railway were as follows: Maintenance of way and structures, $1,346.18; maintenance of equipment, $1,588.80; traffic expenses, $181.28; transportation expenses, $4,552.61; general expenses, $226.09; a grand total of $7,894.96.

The expenses per train mile were: Maintenance of way and structures, 25·89 cents; maintenance of equipment, 30·56 cents; traffic expenses, 3·49 cents; transportation expenses, 87·56 cents; general expenses, 4·35 cents; total, 151·85 cents.

The ratio of expenses to gross earnings was as follows: Maintenance of way and structures, 17·04 per cent; maintenance of equipment, 20·11 per cent; traffic expenses, 2·30 per cent; transportation expenses, 57·63 per cent; and general expenses, 2·86 per cent.

Comparing the earnings for the twelve months ended on March 31, 1914, with the corresponding period ended March 31, 1915, the gross earnings for the latter year show a decrease of $1,433,675.86. The passenger traffic showed a decrease of $382,961.79; the freight traffic a decrease of $1,158,825.22; the mails, express traffic and miscellaneous, an increase of $108,111.15. The decrease per mile of railway was $984.01, and per train mile, 2 cents.

The number of passengers carried was 3,613,371, a decrease compared with the previous year of 370,140. There was a decrease of $288,868 in the number of local passengers, and of 81,272 in the number of through passengers.

Of revenue producing freight, 4,529,002 tons were carried, a decrease compared with the previous year, of 758,738 tons. The local freight decreased 799,859 tons, and the through freight increased 41,121 tons.

Details of the principal items of this freight will be found in the statements of the Comptroller, Appendix III, classified as follows: Products of agriculture, 619,527 tons; animals and their products, also poultry, game and fish, 130,533 tons; products of mines, 1,396,015 tons; products of forest, 1,130,590 tons; manufactures, immigrants' effects, and miscellaneous, 1,252,337 tons; in all, 4,529,002 tons.

The number of barrels of flour carried was 2,374,440, or 237,444 tons; the number of bushels of grain, 5,001,840, or 127,460 tons; the number of live stock was 163,800, or 38,804 tons; superficial feet of lumber, 558,730,900.

The rolling stock equipment will be found specifically described in the report of the mechanical accountant in Appendix, Part III. Included in the purchases of the year were 21 locomotives (10 passenger, 6 freight, and 5 switching), all bought on capital account. The number of locomotives on March 31, 1915, was 409; passenger cars, 524; and freight cars, 14,533.

The value of stores on hand at the close of the year was $2,379,244.22, comprising ordinary stores and fuel, $1,410,366.06; roadway and bridge material, $968,878.16.

COMPARATIVE STATISTICS, YEARS 1913-14 AND 1914-15.

In 1913-14 the average tons of freight carried per train, producing revenue, was 270·75, and the number of passengers, 68·88; in 1914-15, the average freight tonnage was 257·09, and passengers, 58·16.

In 1913-14, the average tons per loaded car, producing revenue, was 17·83, and the number of passengers, 9·78; in 1914-15, the number of tons was 16·77, and of passengers, 8·70.

The number of tons per train, all freight, in 1913-14, was 275·74, and 1914-15, 263·92.

The number of tons per car, all freight, in 1913-14, was 15·06, and 1914-15, 13·78.

The average distance each ton of freight was carried in 1913-14, was 263·38 miles, and in 1914-15, 247·26. The average distance passengers were carried in those years was 53·43 miles and 48·76, respectively.

The average number of loaded cars per train in 1913-14, was 15·18 cars of freight, and 7·04 cars of passengers; in 1914-15, the number of freight cars per train was 15·33, and of passengers, 6·68.

The average number of empty cars per train in 1913-14 was 3·13, and in 1914-15, 3·83.

In 1913-14, the average of train miles per mile of road was, for freight trains, 3,606·74, and for passenger, 2,120·54; in 1914-15 these figures were, respectively 3,208·73 and 1,990·45.

In 1913-14, the average per mile of road of revenue producing freight carried one mile was 976,507·62 tons, and passengers, 146,052·63; in 1914-15 the figures were, freight, 799,433·93 tons, and passengers, 121,609·14.

The number of tons all freight, per mile of road, carried one mile in 1913-14 was 994,319·93, and in 1914-15, 820,680·22.

The train mileage in 1913-14 was: passenger, 3,089,559 miles; freight, 5,254,911 miles; in 1914-15: passenger, 3,029,348 miles; freight, 4,505,162 miles.

The loaded car mileage in 1913-14 was 79,794,405 miles, and in 1914-15, 69,047,776 miles.

The empty car mileage in 1913-14 was 16,439,758 miles, and in 1914-15, 17,241,555 miles.

The caboose car mileage in 1913-14 was 4,831,573 miles, and in 1914-15 4,237,833 miles.

The total car mileage in 1913-14 was: passengers, 21,749,482 miles, and freight 101,065,736 miles; in 1914-15 the figures were: passenger, 20,240,606, and freight, 90,527,164.

The total freight moved in 1913-14 was 5,501,582 tons; of this quantity 5,287,740 tons were revenue producing. In 1914-15 the total freight moved was 4,808,836 tons of which 4,529,002 tons were revenue producing.

Repairs to passenger cars cost, per car, in 1913-14, $606.12, or per car mile, 1·46 cents; and in 1914-15, $738.11, or per car mile 1·84 cents.

Repairs to freight cars cost, per car, in 1913-14, $64.37, or per car mile, 0·85 of a cent; and in 1914-15, $55.62, or per car mile 0·86 of a cent.

Repairs to locomotives cost, per locomotive, in 1913-14, $2,294.84, or per locomotive mile, 8·70 cents; and in 1914-15, $2,255·09, or per locomotive mile, 9·39 cents.

PRINCE EDWARD ISLAND RAILWAY.

This is a narrow gauge railway, 3 feet 6 inches. It extends from Tignish to Georgetown, 158·60 miles, and from Charlottetown to Murray Harbour, 52·30 miles with branches to Souris, Elmira and Cape Traverse. The length of the road operated was 275 2 miles.

CAPITAL ACCOUNT.

There was an addition of $570,530.70 to the expenditure on capital account during the year ended on March 31, 1915, making the total capital expenditure $9,490,899.71. The principal item was $566,613.63 for the car ferry between Carleton Point, P.E.I., and Cape Tormentine, N.B., on the mainland.

REVENUE ACCOUNT.

The gross earnings amounted to $415,495.44, and the working expenses to $598,226.97, leaving a deficiency of $182,731.53. Compared with the previous year, there was an increase of $5,878.70 in the gross earnings, and an increase of $26,811.60 in the working expenses.

The expenditure on revenue account (working expenses) is classified, as on the Intercolonial, under five heads, with their several sub-heads. It is comprised in the following: Maintenance of way and structures, $166,097.82; maintenance of equipment, $96,766.48; traffic expenses, $9,891.17; transportation expenses, $306,471.43; and general expenses, $19,000.07.

The number of passengers carried was 423,496, a decrease compared with the previous year of 22,243, and this traffic produced $184,416.25, an increase of $766.46 Of freight, 108,055 tons were carried, a decrease of 7,696 tons. The freight earnings amounted to $187,622.15, an increase of $3,618.04. The earnings from mail and sundries amounted to $43,457.04, an increase of $1,494.20.

The freight carried was: Agricultural products, 35,795 tons; animals, poultry, fish, and their products, 15,925 tons; products of mines, 19,995 tons; products of forests, 14,840 tons; manufactures, household goods, furniture, and miscellaneous, 38,717 tons.

The engine mileage was 477,025 miles; the train mileage, 384,631 miles; the car mileage, 2,388,869 miles.

The gross earnings per mile of railway amounted to $1,509.79; per engine mile, 87 cents; per train mile, $1.08; and per car mile, 17·39 cents.

The working expenses per mile of railway aggregated $2,173.79, and per train mile, 155·53 cents.

The value of stores on hand on March 31, 1915, was $62,695.61, comprised in fuel, $15,312.82; road material, $18,724.23; and miscellaneous, $28,658.56.

Details will be found in the reports of the Comptroller and other officers, in the appendices, Part III.

WINDSOR BRANCH.

This road runs from Windsor Junction, on the Intercolonial Railway, to Windsor, N.S. It is 32 miles in length.

Under an agreement, dated December 13, 1892, which extended a previous agreement made in 1871, the railway has been operated by the Dominion Atlantic Railway Company, they paying all charges in connection with the working of the traffic, and

receiving two-thirds of the gross earnings, the Government assuming all cost of maintaining the road and works, and receiving the remaining one-third of the earnings. This agreement expired on December 31, 1913, but the company were allowed to continue operations in accordance with it, pending further arrangements under discussion.

It was found that a large expenditure would be necessary in order to put the road in a position to meet safely the requirements of traffic, and specially for the strengthening of the bridge structures, such expenditure being estimated at, approximately, $300,000. Finally, it was decided to enter into an agreement with the company for a lease of the road to them, at an annual rental of $22,500, with the understanding that they would undertake the said expenditure. By an Order in Council, dated November 4, 1914, authority was given for such an agreement, and it was duly executed on January 1, 1914. It is to be effective for a period of 99 years from that date. The accounts as between the company and the Intercolonial Railway are being adjusted to meet the present position.

NEW BRUNSWICK AND PRINCE EDWARD ISLAND RAILWAY.

Under an agreement, dated March 18, 1915, ratified by the Act of 1915, chap. 16, and under an Order in Council of May 12, 1915, this railway has been purchased by the Government, as part of the Government Railway system, for the sum of $270,000. The agreement provided that it should be held to have come into force on August 1, 1914, and that the Government should have the right to sole possession, to operate the road, and to receive all its revenues, until the transfer is completed and the purchase price paid. The transfer has not yet been completed, but the road was taken over on August 31, 1914, and has since been operated by the Government.

The road is 35·79 miles in length, and runs from Sackville to Cape Tormentine, N.B., forming a connection between the Intercolonial Railway and the new car ferry which will be operated between Cape Tormentine and Carleton Point, on Prince Edward Island.

During the fiscal year the sum of $24,700 was expended to bring the road up to the standard of the Intercolonial branch lines. Details as to working expenses, traffic, etc., will be found in the report of the General Manager of Government Railways, Appendix III.

INTERNATIONAL RAILWAY OF NEW BRUNSWICK.

Under an agreement, dated August 1, 1914, ratified by the Act of 1915, chap. 16, and under an Order in Council of August 27, 1914, a lease of this railway has been entered into by the Government for a term not exceeding five years, at an annual rental of $90,000, payable half-yearly, with option of purchase at any time within that period for the sum of $2,700,000. The road was taken over, as part of the Government Railway system, on August 1, 1914. It is 111·30 miles in length, extending from the Intercolonial Railway at Campbellton, N.B., to St. Leonard, N.B.

During the fiscal year the sum of $1,300 was expended to bring the road up to Intercolonial Railway standard for branch lines. Details as to working expenses, earnings, traffic, etc., will be found in the report of the General Manager of Government Railways, Appendix III.

ST. JOHN AND QUEBEC RAILWAY.

By the Act of 1912, chapter 49, a certain agreement, dated the 5th of March, 1912, made on behalf of the Dominion and the province of New Brunswick and the St. John and Quebec Railway Company for leasing to the Dominion, for a term of ninety-nine years, the company's railway, when fully constructed, from the city of St. John, N.B., to a point of connection with the Transcontinental Railway at or near the town of Grand Falls, N.B., was ratified; the Act to come into force on proclamation by the Governor in Council. The agreement provided that the railway should be completed and equipped by the 1st of November, 1915; further, that on construction and equipment of certain sections, the Dominion would lease and operate the same.

Further information will be found in the report of the General Manager of Government Railways, Appendix III.

HUDSON BAY RAILWAY.

This railway will run from The Pas, Manitoba, a point on the river Saskatchewan where connection is made with the Canadian Northern Railway system, to Port Nelson, on the western coast of Hudson Bay.

The work of construction for the first 185 miles, from The Pas to Thicket Portage, was placed under contract in August, 1911. A contract for a further distance of 68 miles, from Thicket Portage to Split Lake Junction, was let on September 20, 1912, and a third contract, covering the distance, 165 miles, from Split Lake Junction to Port Nelson, on December 17, 1912, a total distance of 418 miles.

The final location into Port Nelson was completed in August, 1914, making the total length of the line from the Pas to Port Nelson, 424 miles. By the end of the fiscal year, March 31, 1915, the track had been laid up to the 220th mile, the telegraph line built up to the 175th mile, and the right of way cleared to within a few miles of the second crossing of the Nelson river, mile 332.

The work of constructing the terminals for the railway at Port Nelson has been carried on by the department with a force under an engineer in charge. The works comprised the building of wharves, and a breakwater pier, the construction of a dry dock, the erection of shops, warehouse, and other buildings, and the assembling of an hydraulic dredge, the erection of beacons, and the construction of a terminal railway to handle supplies.

Navigation during the open season of 1914 was conducted satisfactorily. Twenty-four passages of vessels controlled by the department, besides twelve other passages recorded, were made through the strait without serious accident.

In this connection it is important to note that in the season of navigation of 1915 occulting acetylene gas beacon lights, visible at a distance of 8 miles, were established by the Department of Marine and Fisheries at a number of points in Hudson Bay and Hudson Straits, as follows:—On the cliff at the north end of Goodwin Island; on Resolution Island (Hatton Headland); at the east extremity of Wales Island; on the eastern end of Rabbit Island (at the entrance to Ashe Inlet); on the west end of Charles Island; on the south end of Nottingham Island; on the northwesterly island of the Digges group. All the above are in Hudson Straits. In Hudson Bay itself the following lights were established: On the north end of Mansel Island; on the southeast point of Coats Island; on the north end of Cape Tatnam; and on Nelson Shoal, approaching Port Nelson; this last is visible for a distance of 11 miles.

Communication with Port Nelson is afforded by means of Marconi wireless stations established at that point and at the Pas.

The expenditure for the fiscal year ended March 31, 1915, was $4,773,743.99, making the total expenditure up to that date, $10,860,776.66.

The reports of the engineers of the railway and of the Port Nelson terminals will be found with the report of the chief engineer of the department, Appendix VI. There are also a number of interesting reproductions of photographs of the railway and the terminals.

NATIONAL TRANSCONTINENTAL RAILWAY.

Under an agreement, dated July 29, 1903, ratified by the Dominion Act of that year, chap. 71, and under a modifying agreement dated February 18, 1904, ratified by the Act of that year, chap. 24, the Grand Trunk Pacific Railway Company, a company incorporated by the Act of 1903, chap. 122, have undertaken certain obligations in respect of the construction and operation of a line of railway, wholly upon Canadian territory, between the city of Moncton, in the province of New Brunswick, and the navigable waters of the Pacific ocean. The railway is composed of two divisions, namely, the eastern division, between Moncton and Quebec, thence westerly through the northern part of the provinces of Quebec and Ontario, and, in the province of Manitoba, to the city of Winnipeg, and the western division, between Winnipeg and the Pacific ocean. The eastern division is being constructed by the Government under commissioners appointed by the Governor in Council, and on completion is to be leased to and maintained and operated by the company, who undertake to construct at their own cost, and maintain and operate, the western division. The lease of the eastern division is to be for a period of 50 years, at a rental of three per cent per annum upon the cost of its construction; the first seven years of the term to be free of rent; both divisions are to be equipped with modern and ample rolling stock by the company, the first equipment to be of a value of not less than $20,000,000.

By way of assistance to the Company in the construction of the western division, it is provided that the Government shall guarantee payment of the principal and interest of an issue of bonds to be made by the company for an amount sufficient to

produce a sum equal to 75 per cent of the cost of its construction; but not to exceed $13,000 per mile in respect of the prairie section from Winnipeg to the eastern limit of the Rocky mountains. This limit has been established as the east bank of Wolf creek, a point 120 miles west from Edmonton.

By the Act of 1905, chap. 98, three deeds of trust by way of mortgage, set out in the said Act, were ratified and confirmed, namely, one dated June 10, 1905, between the Grand Trunk Pacific Railway Company, the Royal Trust Company, and His Majesty, to secure the issue of first mortgage bonds; the second dated March 15, 1905, between the Grand Trunk Pacific Railway Company, the National Trust Company, and the Grand Trunk Railway Company, to secure the issue of second mortgage bonds, and the third, also dated March 15, 1905, between the Grand Trunk Pacific Railway Company, the National Trust Company, and the Grand Trunk Railway Company, to secure the issue of first mortgage bonds in respect of the branch line designated as the "Lake Superior Branch."

Payments from the proceeds of the bonds of the company for work done, etc., on the western division, are made from time to time on certificates given by the Government Chief Engineer of this division, showing approved expenditures.

By the Act of 1909, chap. 19, authority was given for aiding in the completion of the construction of the "prairie" section by a loan to the company of $10,000,000, to be secured, as collateral, subject to any prior lien, by a mortgage on the "prairie" section of their road; such loan to bear interest at the rate of 4 per cent per annum, and to be repayable in ten years.

This loan, which is dealt with by the Finance Department, was duly made; the mortgage deed being dated May 22, 1909.

By the Act of 1913, chap. 23, authority was given for a loan to the company not exceeding $15,000,000, at 4 per cent interest, the loan being repayable by July 1, 1923. Under this authority, $15,000,000 has been advanced to the company. Its debentures to an equal amount have been taken by the Government in pledge as security for this loan, as provided by the Act.

By the Act of 1913, chap. 24, authority was given for the purchase of 3 per cent bonds of the company to the extent of the balance of the authorized issue. Such balance, to the amount of £6,800,000, has been purchased by the Government.

By the Act of 1914, chap. 34, authority was given for the guarantee of the principal and interest of an issue of four per cent bonds to be made by the company for the purpose of aiding the provision of the balance of moneys required for the completion of the "Mountain Section" to provide for expenditures not exceeding $16,000,000; such bonds to be secured by a new trust deed granting mortgages or charges upon the present and future undertakings and properties of the company; such guarantee to be accepted as a full, final and satisfactory settlement of all claims by the company for further aid in respect of the construction of the western division.

In pursuance of this Act, a trust deed securing the issue of bonds to the amount of £3,280,000, was executed on August 5, 1914.

The several Government expenditures on the eastern division are to be made from appropriations by Parliament for the purpose, and on the recommendation of the Minister of Railways and Canals, to whom accounts of all receipts, expenditures and liabilities are to be furnished monthly.

The Board of Commissioners are required to furnish annually a report to the Governor in Council, through the Minister of Railways and Canals, showing the receipts and expenditures of the year, and other information as to the railway, which report is to be submitted to Parliament.

The headquarters of the board are in the city of Ottawa.

By various Acts and Orders in Council, the time for completion has been extended, and by the Act of 1914 (the Grand Trunk Pacific Railway Guarantee Act), sec. 11, it was provided that "notwithstanding anything contained in the said trust deed of tenth of June, 1905, or in any Act or Order in Council heretofore passed, the date for completion of the western division shall be the 31st of December, one thousand nine hundred and fifteen." By sec. 2 of this Act, the "Western Division" was defined as extending from the city of Winnipeg to the Pacific ocean.

By the Act of 1912, chap. 39, the construction of the eastern division, and its operation, until completed and leased to the Grand Trunk Pacific Railway Company, was placed under the charge and control of one commissioner (in place of four) to be appointed by the Governor in Council, and to hold office during pleasure. By an Order in Council, dated April 4, 1912, Mr. R. W. Leonard, C.E., the Chairman of the Commission as then existing, was appointed as such commissioner. Mr. Leonard having resigned, the Minister of Railways and Canals was appointed commissioner by an Order in Council of July 3, 1914, as authorized by the Act of that year, chap. 43.

The eleventh report of the board, namely, for the fiscal year ended March 31, 1915, has been prepared, and will be laid before Parliament in due course. It is printed as a separate report.

The following summary shows the position at the close of the year.

EASTERN DIVISION.

(Moncton to Winnipeg.)

The total mileage from Moncton, N.B., to the west side of Water street, Winnipeg, is 1,804·52 miles. This, however, includes the Quebec bridge over the river St. Lawrence, in course of construction, the length of which will be 1·10 mile. Track laying between Moncton and Winnipeg was completed (with the exception of the Quebec bridge) in November, 1913, the last spike being driven on the 17th of that month.

Pending the completion of the Quebec bridge, the communication across the river will be made by a train ferry.

Up to March 31, 1915, the track was laid in the main line for a distance of 1,803·445 miles, together with 529·531 miles of sidings and yards, to which is to be added for double track and line from the Quebec bridge to Quebec, 19·610 miles, making a total of 2,352·586 miles of track. The steel bridges were practically completed.

The total expenditures by the commissioners during the fiscal year ended March 31, 1915, on the eastern division, amounted to $9,834,746.75, making their total expenditure from the date of their organization in September, 1904, to that date, $152,802,745.77, which includes $36,182.91 for operation in the year 1912-13 of the section from Moncton to Edmundston, N.B. Detail summaries of the expenditures during the past fiscal year are furnished by the accountant of the commission.

During the year 1913-14 the road was operated to a limited extent by the Intercolonial Railway, for the distance, 285·25 miles, between Moncton, N.B., and Escourt, Que., a point 54·85 miles west of Edmundston, N.B. During the fiscal year 1914-15 the operation of the road was carried on by the Intercolonial Railway between Moncton and Chaudière, a distance of 455·15 miles. Details will be found in the statements of the Comptroller and Treasurer of Government Railways, herewith (Appendix, Part III).

The statement of the accountant of the department (Part I of the appendices hereto) shows the construction expenditure on the eastern division for the year ended March 31, 1915, to be $9,831,952.58, and the total expenditure up to that date $152,802,745.77, the expenditure yearly being as follows:—

1904	$ 6,249 40
1905	778,491 28
1906	1,841,269 95
1907	5,537,867 50
1908	18,910,449 41
1909	24,892,422 68
1910	19,968,126 86
1911	23,488,208 40
1912	21,110,683 05
1913	13,766,916 39
1914	12,670,108 27
1915	9,831,952 58*
Total	$152,802,745 77

WESTERN DIVISION.

The western division extends from the western boundary of the Winnipeg terminals, on the east bank of the river Assiniboine, in the city of Winnipeg, to the city of Prince Rupert, on the Pacific coast, a distance of 1,745 miles.

* The report of the National Transcontinental Railway Commissioners shows the expenditure of the year to be $9,834 746.75, a difference of $2,794.17. This is due to an adjustment made by their accountant during the fiscal year, covering refunds of credits on account of previous years and also outstanding cheques returned to the Finance Department, which items were included in the departmental accountant's statements for previous years.

It is divided into two sections, namely, the "Prairie Section," extending from Winnipeg to the east bank of Wolf creek—a point 120 miles west of Edmonton, the capital of the province of Alberta—a distance of 915 miles, and the "Mountain Section," which extends from the east bank of Wolf creek to Prince Rupert, a distance of 830 miles. The terminals extend for a further distance of 3¼ miles around the water front of the city of Prince Rupert.

This division is in course of construction by the Grand Trunk Pacific Railway Company, under the Government guarantee agreements above mentioned. The Government chief engineer of the division, on whose certificates payments are made to the company, is Mr. Collingwood Schreiber, C.M.G., whose report, showing the position of the work at the close of the fiscal year, March 31, 1915, will be found printed in the appendices hereto, Part IV.

Of this report, the following is a brief summary:—

The whole division between Winnipeg and Prince Rupert has been operated since September 6, 1914, an express train service having been given twice a week each way, and, in addition, a daily passenger and freight service between Winnipeg and Prince George, B.C., a point 467 miles east from Prince Rupert.

PRAIRIE SECTION.

Little has been done to carry out the contract requirements, and work to the value of about $950,000 still remained to be done at the close of the fiscal year.

MOUNTAIN SECTION.

The work remaining to be done is the filling in of temporary trestles, extension of sidings, some ballasting, additional roundhouses, machine shops, divisional, way, water, and oil stations, and further facilities at the Prince Rupert terminals.

TOTAL EXPENDITURE.

The approved and certified expenditure up to March 31, 1915, amounted, on the "Mountain Section" to $87,119,153.09, of which the percentage payable to the company was $65,339,364.82, and on the "Prairie Section," up to October 31, 1907, to $15,556,482.84, of which the percentage payable was $10,335,482.92. No further certificate has been issued for this section.

QUEBEC BRIDGE.

On August 29, 1907, the cantilever bridge in course of construction over the river St. Lawrence by the Quebec Bridge and Railway Company (originally commenced under a subsidy of $1,000,000 authorized by the Act of 1899, chapter 7, and a subsidy agreement, dated November 12, 1900), collapsed.

Under the terms of an agreement with the company, dated October 19, 1903, ratified by the Act of 1903, chapter 54, the Government had undertaken to guarantee the principal and interest of the bonds or other securities of the company to the limit of $6,678,200, the company releasing claim to the balance remaining unpaid of the said subsidy; such guarantee to be secured by mortgage on the company's franchises,

tolls and property. On February 1, 1904, a mortgage trust deed was executed, conveying to the Royal Trust Company (Montreal) as trustees, all the property and franchises of the company, and providing for the issue of bonds accordingly.

It was provided in this agreement that the Government should have the right at any time, on one month's notice, to take over the company's undertaking, assets, property and franchises, on paying the shareholders the amount of their stock at par, not exceeding $265,585.70, with simple interest at 5 per cent and a premium of 10 per cent on the par value of the paid-up shares.

Of the said subsidy of $1,000,000, there had been paid to the company a total of $374,353.33 prior to the execution of the above agreement, and subsequent to its execution, payments were made from the proceeds of their bonds on certificates of the Government engineer covering work done and materials delivered.*

After the collapse of the bridge, the right of the Government to take over the company's undertaking was exercised under the authority of an Order in Council of August 17, 1908. The date of assumption was December 1, 1908. The total of the amounts paid by the Government to the several shareholders for their shares was $355,279.07, payment being made to the parties concerned in November, 1908. The deed of assignment and transfer from the company to the Government was dated October 18, 1909.

Under authority of an Order in Council of August 17, 1908, a board of three engineers was constituted for preparation of a new design and specification, and for the reconstruction of the bridge, with powers to call in expert engineers as advisers on points of difference that might arise.

In June, 1910, the formal call for tenders was made by newspaper advertisement. In response, 35 different propositions were submitted, which were duly considered by the board, who, finally, after calling in advisory engineers, recommended the acceptance of an alternative design sent in by the St. Lawrence Bridge Company (with whom are associated the Dominion Bridge Company and the Canadian Bridge Company). This design the board considered to possess certain features of strength, simplification of erection, economical distribution of material, and general appearance which, in their opinion, would produce a bridge that "would compare most favourably with the highest type of long-span bridges in existence." By an Order in Council of March 31, 1911, authority was given for entrance into contract with the conjoined companies named, and such contract was executed under date April 4, 1911. The contract price is 9·02 cents a ton, and will aggregate about $8,650,000, a saving of about $2,600,000 having been effected by the elimination of the highways for vehicular traffic contemplated in the original design; the contract date for completion is December 31, 1915.

The bridge when constructed will have a total length of 3,228 feet, or about three-fifths of a mile. The centre span will be 1,800 feet long; the length of the suspended portion of it will be 640 feet. This span will, for a length of 760 feet over

* The history of the Government's connection with the bridge prior to its collapse is given in the Department Annual Report of 1907-8, p. xlvii.

the channel of the river, have a height of 150 feet between its lower members and the high water level of the river. The two cantilever arms will each be 580 feet long. The width of the bridge between trusses will be 88 feet. The bridge will comprise a double-track railway, and two sidewalks for foot passengers.

Under date January 10, 1910, a contract for the substructure was entered into with Messrs. M. P. and J. T. Davis, whose tender was the lowest of three obtained after newspaper advertisement calling for tenders; and supplementary agreements necessitated by changes in the caisson design and in the location of the north anchor pier, were made with them on May 23, 1910, and September 2, 1911.

The Board of Engineers for reconstruction, as originally constituted, has been modified by retirements and is at present composed as follows: Charles N. Monsarrat, M. Can. Soc. C.E., chairman and chief engineer; Ralph Modjeski, Am. Soc. C.E., and C. C. Schneider, Can. Soc. C.E., and past president Am. Soc. C.E.

The headquarters of the board are in Montreal.

The report of the chairman and chief engineer for the year ended on March 31, 1915, will be found printed in the appendices hereto, Part V.

The report shows that during the season of 1914, the whole of the substructure was completed. The work done comprises 106,090 cubic yards of masonry, all faced with heavy granite blocks with a concrete backing, the main piers having 18 feet of solid granite on the top of each to distribute the loads. The final estimate was passed in December of that year. The total cost is $2,376,756.23, or $71,818.77 less than the engineer's original estimated cost.

As to the superstructure, he states that during the year the contractors, the St. Lawrence Bridge Company, have made very rapid progress, and that out of an estimated total weight of 65,000 tons of steel required, have manufactured 38,518 tons; that 36,528 tons have been delivered at the bridge site, and 15,000 tons erected, covering both the north and south approaches and practically the entire north anchor arm. A duplicate erection traveller is in course of construction on the south side of the river, to be used in the erection of the south anchor arm in the season of 1915.

Plans and some photographs will be found at the end of this report which will give a fair idea of the work so far done and to be done.

The expenditure during the fiscal year ended March 31, 1915, was $2,816,305.10, paid out of capital, making the total capital expenditure on the reconstruction of the bridge, $7,764,393.14. Expenditure had previously been made from income, namely, for the year 1908-09, $422,867.12 (in which is included the amount, $355,279.07, paid for acquiring the stock of the Quebec Bridge and Railway Company, and $31,765.44, the expenses of the commission of inquiry into the causes of the collapse of the old structure), and for the year 1909-10, $111,782.02 for the preparation of plans, etc., or a total of $534,655.14, against which there is to be credited the sum of $100,000 paid in 1910 to the Government by the Phoenix Bridge Company, the contractors for the original superstructure, in the final adjustment of claims arising out of the collapse. The total expenditure by this Department up to March 31, 1915, is $8,198,748.78. This is irrespective of the amount of subsidy, $374,353.33, paid to the Quebec Bridge Company as above mentioned, and of the amounts paid by the Finance Department for the guaranteed bonds of the company, etc., aggregating $6,975,266.20.

WELLAND SHIP CANAL.

This important work has for its object the affording of greater and better accommodation for a larger class of vessels than those that can be used on the present canal.

The present canal lies between Port Colborne, Lake Erie, and Port Dalhousie, Lake Ontario. Its length is 26¾ miles, and comprises 25 lift locks, the dimensions of which are 270 feet by 45 feet, with a depth of 14 feet of water on the sills.

The proposed Welland ship canal as finally located follows the course of the present canal from Port Colborne on lake Erie to Allanburg, half way across the peninsula. From this point an entirely new cutting is to be made, crossing the present canal just below lock No. 25, the water level of the two canals at this point being the same, viz: 568 feet above sea level. The new canal again crosses the present one below lock No. 11, the water of both canals at this point being at an elevation of 382 feet above sea level.

The proposed canal enters lake Ontario at the mouth of the Ten Mile creek about three miles east of Port Dalhousie. The total length of canal from lake to lake is 25 miles; and the difference in level between the two lakes, 325½ feet, is to be overcome by seven lift locks, each having a lift of 46½ feet. The dimensions of the locks are to be 800 feet in length by 80 feet in width in the clear and with 30 feet of water over the mitre sills at extreme low stages in the lakes. The width of the canal at the bottom will be 200 feet and, for the present, the canal reaches will be excavated to a depth of 25 feet only, but all structures will be sunk to the 30-foot depth, so that the canal can be deepened at any future date by dredging out the reaches.

A new western breakwater will be built at Port Colborne to ensure quiet water in the harbour during storms.

The outer entrance piers in Lake Ontario will be placed about 1½ miles from shore, where the depth of water is 30 feet; a wide channel will be dredged out from these piers and an embankment formed on either side of it about 500 feet wide. The lock walls will be 82 feet high above the top of the gate sills.

The work is divided into 9 sections, of which section No. 1, approximately 3 miles, at the Lake Ontario end of the canal, was placed under contract on the 1st of August, 1913; section No. 2, approximately 4⅓ miles, was placed under contract on the 31st of December, 1913; section No. 3, approximately 2 miles, was placed under contract on the 4th of October, 1913; section No. 5 was placed under contract on the 22nd of December, 1913. A large quantity of work has been done, which is fully described in the report of the Engineer in Charge, and will be found in Appendix 6 herewith, together with a number of photographs and maps, at the end of the report.

During the year 1913-14 the sum of $994,257.60 was expended, and during the fiscal year 1914-15, the sum of $4,074,200.69, making the total expenditure $5,068,458.29; to this is to be added for previous expenditure, for preliminary surveys, borings, etc., $187,238.15, making the total cost up to the 31st of March, 1915, $5,255,696.44.

SUBSIDIZED RAILWAYS.

Information as to subsidized railways is given in the statements of the accountant and of the law clerk of the department, respectively, which will be found in the appendices hereto, parts I and II. The accountant's statements show all payments made, year by year, since the beginning of the system of railway subsidies; the law clerk's statement shows the several subsidy agreements entered into during the past year, with certain details of the specification in each case.

The total payments made on subsidy account during the year ended March 31, 1915, amounted to $5,191,507.48, paid out of income.

BOARD OF RAILWAY COMMISSIONERS FOR CANADA.

By the Act 3 Edward VII, chap. 58 (1903), amending and consolidating the law respecting railways, the Railway Committee of the Privy Council was abolished, and in lieu thereof a Board of Commissioners, under the above title, was created, to consist of three members (increased to six by the Act of 1908, chap. 62), to be appointed by the Governor in Council; this Act was brought into force on February 1, 1904, by proclamation, on the authority of an Order in Council, dated January 18, 1904, which also appointed certain persons as commissioners. By the Act of 1908, chap. 61, the jurisdiction of the board was extended to cover the operation of telegraph and telephone lines, and by the Act of 1908, chap. 62, certain amendments were made to its constitution and otherwise. By the Act of 1909, chap. 31, the board was empowered to determine the maximum price to be charged for electricity developed through water-powers leased from the Crown. An Act of 1910, chap. 50, amended certain provisions of the Railway Act regarding the powers of the board, and the Act of the same year, chap. 57, extended the jurisdiction of the board to cover the fixing by it of the tariffs of wireless telegraph and marine electric telegraphs or cables. The Act of 1911, chap. 22, gave powers to the board to require from railway companies the establishment of a staff of fire-rangers, modified the previous enactments regarding the disposal of electricity developed through Government leased water-powers, and amongst other enactments, made provision for action, through the board, to ensure the efficient operation of subsidized railways. The office of the board is at Ottawa, though it is authorized to hold sessions in any part of Canada. Its decisions and orders are final, subject to appeal to the Supreme Court upon questions of jurisdiction or law, and also to action thereon by the Governor in Council, in his discretion.

It is required to make, annually, a report of its proceedings, which report is laid before Parliament. The report for the year ended March 31, 1915, has been received, and will be laid before Parliament in due course.

CANALS.

The total expenditure on the Dominion canals for the twelve months ended March 31, 1915, was $7,314,131.98, comprising $5,490,796.03 charged to capital, $444,730.17 charged to income, $777,931.67 for staff, and $600,674.11 for repairs; the last two items being charged to revenue.

The balance of rentals due on April 1, 1914, was $135,760.98. The rentals accrued during the year amounted to $254,712.67, making a total of $390,473.65. Of this amount, there was collected during the year a total, after deducting abatements aggregating $2,171.99, of $230,336.87. The balance remaining due on March 31, 1915, was $152,024.29. It should be observed that, as a general rule, rentals are payable in advance, this fact accounting, to a considerable extent, for the large amount of rental due at the end of each year.

The total revenue collected amounted to $427,763.14, the balance being made up of wharfage dues, fines, etc., and a total of $176,674.38 derived from the operation of the Port Colborne grain elevator on the Welland Canal.

No tolls have been charged on any of the Dominion canals since 1903-04.

Summaries of these expenditures and receipts will be found in the statements furnished by the Accountant of the Department, printed in the appendices, Part I, of the present report.

The above figures relate to the fiscal year 1914-15, but very voluminous statistics relating to canal traffic, and various commercial statistics for the season of navigation of the year 1914 will be found in the "Canal Statistics," which are issued as a separate report.

The principal facts of these statistics, summarized, are as follows:—

The total traffic through the several canals of the Dominion for the season of 1914 amounted to 37,023,237 tons, a decrease of 15,030,676 tons compared with the previous year. 287,326 passengers were carried, a decrease of 48,473.

The following features of the principal canal traffic during the season of 1914 will be of interest:—

On the Welland Canal, 3,860,969 tons of freight were moved, an increase of 290,255 tons. Of the total, 2,116,378 tons were agricultural products, and 360,434 tons were produce of the forest; of coal, 949,306 tons were carried; 3,725,099 tons were through freight, of which 2,936,740 tons passed eastward.

Of the through freight, Canadian vessels carried 2,936,740 tons, an increase of 383,198 tons, and United States vessels 788,359 tons, a decrease of 185,081 tons.

The total through freight passed eastward and westward through this canal to United States ports was 509,079 tons, a decrease of 16,254 tons compared with the year 1913.

The quantity of grain passed down the Welland and St. Lawrence Canals to Montreal was 1,837,804 tons, an increase of 572,436 tons, as compared with the previous year; no transhipments have been made at Ogdensburg since 1903.

On the St. Lawrence Canals, 4,391,493 tons were moved, an increase of 89,066 tons, of which 3,067,497 tons were eastbound through freight, and 625,422 tons westbound freight; 2,020,035 tons were agricultural products, 1,247,520 tons coal, and 668,775 tons forest products.

On the Ottawa River canals, the total quantity of freight moved was 335,132 tons, a decrease of 30,306 tons, of which 171,440 tons were produce of the forest.

On the Chambly canal, 436,905 tons were moved, a decrease of 118,697 tons, of which 293,242 tons were produce of the forest and 118,566 tons of coal.

On the Rideau canal, 151,739 tons were carried, a decrease of 19,484 tons; 15,041 tons being produce of the forest, and 10,277 tons of coal.

On the St. Peters canal, 54,180 tons were carried, a decrease of 17,334 tons; 27,774 tons were coal.

On the Murray canal, 83,907 tons passed, a decrease of 96,669 tons.

On the Trent canal, 67,715 tons were moved, an increase of 11,915 tons, of which 62,473 tons were produce of the forest.

On the St. Andrews lock, on the Red river, Manitoba, the volume of business was 42,013 tons.*

On the Sault Ste. Marie canal, the total movement of freight was 27,599,184 tons, being a decrease of 15,100,140 tons.** There were 5,977 passages of vessels, the number of lockages being 4,712. Of wheat, 98,067,167 bushels, and of other grain, 32,165,065 bushels were carried; also 2,205,810 barrels of flour; 20,913,764 tons of iron ore; 2,338,644 tons of coal; and 20,596,200 feet board measure of lumber.

The report of the chief engineer of the department, and the reports of the officers under his immediate control, which will be found in Part VI of the appendices, give comprehensive information as to the several works under his charge, the principal of which are the Hudson Bay railway, the Trent canal, the new Welland ship canal, and the terminals of the Intercolonial Railway near Halifax.

RAILWAY STATISTICS.

The digest of the sworn statements of railway companies relating to their operations in Canada for the twelve months ended June 30, 1915, is prepared by the departmental Comptroller of Statistics, and is issued as a separate report.

CANAL STATISTICS.

The traffic statistics of the Dominion canals for the season of navigation of 1914 are compiled under the direction of the same officer, and are also issued as a separate report.

I have the honour to be, sir,
Your obedient servant,

A. W. CAMPBELL,
Deputy Minister.

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* This work, which consists of a lock and dam on the Red river, about 15 miles north of Winnipeg, was built and is operated by the Department of Public Works. It affords communication between Winnipeg and lake Winnipeg. It is only mentioned here for statistical purposes.

** This comprised 1,748,669 tons Canadian and 13,282,007 tons American commerce. There was a decrease of 11,581,091 tons in iron ore, and 2,006,658 tons in coal.

APPENDICES

PART I

STATEMENTS

OF THE

ACCOUNTANT

SHOWING

THE EXPENDITURE AND THE REVENUE OF THE DEPARTMENT

FOR THE FISCAL YEAR 1914-15

AND ALSO PREVIOUS YEARS.

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EXPENDITURE.

GENERAL STATEMENT of the Expenditure of the Department of Railways and Canals during the Fiscal Year ending March 31, 1915.

	$ cts.	$ cts.
TOTAL EXPENDITURE—as per Statements, pages 9 and 10		50,063,988 90
Expenditure chargeable to Railways	34,340,117 77	
" " Railways General	399,602 43	
" " Quebec Bridge	2,816,305 10	
" " Railway subsidies	5,191,507 48	
Total expenditure, Railways		42,747,532 78
Expenditure chargeable to Canals	7,134,972 29	
" " Canals, General	179,159 69	
Total expenditure, Canals		7,314,131 98
General expenditure	2,324 14	2,324 14
Total expenditure		50,063,988 90
CLASSIFICATION OF EXPENDITURE IN GENERAL—		
Capital Account	30,172,765 05	
Revenue Account	13,876,039 63	
Income Account	823,656 74	
Consolidated Fund (railway subsidies) Income	5,191,507 48	
Total expenditure		50,063,988 90
CLASSIFICATION OF EXPENDITURE BY ACCOUNTS—		
Railways—		
Capital expenditure—Railways	21,865,663 92	
" " Railways, General		
		21,865,663 92
Revenue expenditure—Railways	12,474,453 85	
" " Railways, General	23,000 00	
		12,497,453 85
Income expenditure—Railways, General	376,602 43	
		376,602 43
Quebec Bridge—		
Capital expenditure—Quebec Bridge	2,816,305 10	
		2,816,305 10
Railway Subsidies—		
Consolidated Fund—Railway subsidies	5,191,507 48	5,191,507 48
Total expenditure, Railways, $42,747,532.78.		
Canals—		
Capital expenditure—Canals	5,490,796 03	
" " Canals, General		
		5,490,796 03
Income " Canals	405,806 32	
" " Canals, General	38,923 85	
		444,730 17
Revenue " Canals Staff	675,770 67	
" " Canals Staff, General	102,161 00	
" " Canals Repairs	562,599 27	
" " Canals, Repairs, General	38,074 84	
		1,378,605 78
Total expenditure on Canals, $7,314,131.98.		
General Expenditure—Income account	2,324 14	
		2,324 14
Total expenditure		50,063,988 90

DEPARTMENT OF RAILWAYS AND CANALS,
OTTAWA, September 1, 1915.

W. C. LITTLE,
Accountant.

REVENUE.

GENERAL STATEMENT of the Revenue Received by the Department of Railways and Canals during the Fiscal Year ending March 31, 1915.

	$ cts.	$ cts.
TOTAL REVENUE RECEIVED DURING FISCAL YEAR		12,577,120 46
Revenue from Railways	12,149,357 32	
" " Canals	427,763 14	
Total revenue as above		12,577,120 46
STATEMENT OF REVENUE RECEIVED, IN DETAIL—		
Railways—		
Intercolonial Railway	11,444,873 13	
Windsor Branch Railway	23,169 22	
Total	11,468,042 36	
International Railway of New Brunswick	65,468 92	
*National Transcontinental Railway	153,213 55	
New Brunswick and Prince Edward Island Railway	25,419 81	
Prince Edward Island Railway	415,495 44	
St. John & Quebec Railway	21,717 24	
Total revenue from Railways		12,149,357 32
Canals—		
Welland Canal	55,741 46	
" Elevator, Port Colborne	176,674 38	
Welland Ship Canal	100 00	
Lachine Canal	139,692 15	
Beauharnois Canal	14,788 65	
Cornwall Canal	7,778 35	
Williamsburg Canal	2,107 00	
Soulanges Canal	3,654 00	
Chambly Canal	856 50	
Carillon and Grenville Canal	1,152 00	
Rideau Canal	6,268 68	
Trent Canal	17,893 04	
St. Peters Canal	2 00	
Sault Ste. Marie Canal	493 00	
Murray Canal	247 00	
Ste. Anne's Lock and Canal	313 93	
Chats Falls Canal	1 00	
		427,763 14
Total revenue received during fiscal year		12,577,120 46

* Operated in part only.

W. C. LITTLE,
Accountant.

DEPARTMENT OF RAILWAYS AND CANALS,
OTTAWA, September 1, 1915.

SESSIONAL PAPER No. 20

STATEMENT of Expenditure on Canals for Year ending March 31, 1915.

Name of Work.	Chargeable to Capital.	Chargeable to Income.	Chargeable to Revenue.		Total Expenditure during year.
			Staff.	Repairs.	
	$ cts.	$ cts.	$ cts.	$ cts	$ cts.
Carillon and Grenville			26,025 79	17,292 32	43,318 11
Chambly		13,662 63	35,306 82	42,837 76	91,807 21
Cornwall	3,500 00	23,275 15	83,540 13	39,809 58	150,124 86
Lachine	213,835 06	22,915 14	104,535 61	95,618 99	436,904 80
Murray			5,443 70	4,480 59	9,924 29
Rideau		80,238 38	63,319 23	105,386 73	248,944 34
Sault Ste. Marie			26,766 76	31,114 80	57,881 56
Soulanges	92,609 72	27,598 82	41,095 09	41,580 87	202,884 50
Ste. Anne's Lock		7,043 41	4,715 62	4,249 29	16,008 32
St. Ours Lock			4,280 50	3,896 03	8,176 53
St. Peters		83,241 31	4,897 45	240 82	88,379 58
Trent	1,001,700 35	59,406 00	47,963 61	47,922 02	1,156,991 98
Welland	104,950 21	73,333 15	193,363 54	97,544 82	469,191 72
Welland Ship Canal	4,074,200 69				4,074,200 69
Williamsburg		3,036 65	34,516 82	30,624 65	68,178 12
" Rapide Plat		12,055 68			12,055 68
	5,490,796 03	405,806 32	675,770 67	562,599 27	7,134,972 29
GENERAL ON CANALS.					
Dredge vessels, Lachine				10,189 88	10,189 88
Dredge vessels, Rideau				23,065 38	23,065 38
Miscellaneous			3,163 25	2,055 19	5,218 44
Gratuities, Civil Service Act 1908		4,271 94			4,271 94
Statistical Officers			34,232 08		34,232 08
Sunday Labour			42,496 75		42,496 75
Surveys and Inspections		17,412 46			17,412 46
Miscellaneous investigations under Enquiries Act, No. 615		79 60			79 60
Quebec Canals—					
Dredging		9,128 48			9,128 48
New hull for derrick		7,997 53			7,997 53
Refund of interest on security deposit to Cossette & Co		31 84			31 84
Concrete facing dam at Valleyfield		2 00			2 00
Maintenance			20,768 92		20,768 92
Hungry Bay Dyke				2,764 39	2,764 39
Miscellaneous—					
Compassionate allowances, to families of deceased employees			1,500 00		1,500 00
		38,923 85	102,161 00	38,074 84	179,159 69
Total	5,490,796 03	444,730 17	777,931 67	600,674 11	7,314,131 98

Total on Canals—$7,314,131.98.

STATEMENT of Expenditure on Railways for Year ending March 31, 1915.

Name of Work.	Chargeable to Capital.	Chargeable to Income.	Chargeable to Revenue. Working Expenses.	Total.
RAILWAYS.	$ cts.	$ cts.	$ cts.	$ cts.
Hudson Bay Railway	4,773,743 99			4,773,743 99
Intercolonial Railway	6,663,436 65		11,438,373 14	18,101,809 79
International Railway of New Brunswick	1,300 00		111,706 35	113,006 35
National Transcontinental Railway	9,831,952 58		239,527 25	10,071,479 83
New Brunswick and Prince Edward Island Ry	24,700 00		43,942 53	68,642 53
Prince Edward Island Railway	570,530 70		598,226 97	1,168,757 67
*St. John and Quebec Railway			24,694 75	24,694 75
Windsor Branch Railway			17,982 86	17,982 86
Total	21,865,663 92		12,474,453 85	34,340,117 77
Quebec Bridge	2,816,305 10			2,816,305 10
Railway Subsidies		5,191,507 48		5,191,507 48
GENERAL ON RAILWAYS.				
Railway Commission Maintenance		168,935 70		168,935 70
" " —Statutory		45,091 44		45,091 44
" " —Cases		7,227 50		7,227 50
Surveys and Inspections		45,650 98		45,650 98
Railway Grade Crossing Fund		92,099 48		92,099 48
Attendance, repairs and alterations to Governor General's cars		7,500 00		7,500 00
To pay expenses in connection with consolidation of Railway Act		3,000 00		3,000 00
Contribution of Government Railways to faculty of McGill University		2,500 00		2,500 00
Contribution of Government Railways to faculty of Polytechnic School, Montreal		2,500 00		2,500 00
Remuneration to Government Inspector, Grand Trunk Pacific Railway		2,000 00		2,000 00
Subscription to International Congress, Brussels		97 33		97 33
Compassionate allowances to families of deceased employees			6,500 00	6,500 00
Miscellaneous Revenue, amount required to pay compassionate allowance to widows, etc., of the captain and crew of the C. G. Str. *Sharon*			16,500 00	16,500.00
Total		376,602 43	23,000 00	399,602 43
Total	24,681,969 02	5,568,109 91	12,497,453 85	42,747,532 78
Grand Total on Railways, including Quebec Bridge $42,747,532 78				
MISCELLANEOUS EXPENDITURE.				
Cost of litigation		678 04		678 04
Miscellaneous investigations under Inquiries Act		1,646 10		1,646 10
Total		2,324 14		2,324 14
Grand Total on Railways and Canals, including miscellaneous expenditure	30,172,765 05	6,015,164 22	13,876,059 63	50,063,988 90

Total amount of expenditure, $50,063,988.90.

* In this sum is included an amount, $2,977.51, which should have been credited to open accounts, leaving the actual revenue $18,739.73. This will be adjusted in the 1915-16 accounts.

W. C. LITTLE,
Accountant.

DEPARTMENT OF RAILWAYS AND CANALS,
OTTAWA, September 1, 1915.

SESSIONAL PAPER No. 20

STATEMENT showing the amounts expended on Construction, Renewals, Ordinary Repairs and Working Staff up to March 31, 1915.

BAIE VERTE CANAL.

——	Year ending.	Capital.	Income.
		$ cts.	$ cts.
Government expenditure since Confederation	1871	.....	17,929 34
" " "	1872	.....	6,399 41
" " "	1873	.....	14,943 83
" " "	1874	.....	4,018 90
" " "	1875	.....	443 00
" " "	1876	.....	110 75
" " "	1877	.....	22 30
" " "	1878	.....	.....
" " "	1879	.....	.....
" " "	1880	.....	.....
" " "	1881	.....	520 00
Total,	.....	.....	44,387 53

W. C. LITTLE,
Accountant.

DEPARTMENT OF RAILWAYS AND CANALS,
OTTAWA, September 1, 1915.

STATEMENT showing the amounts expended on Construction, Renewals, etc.—*Continued.*

BEAUHARNOIS CANAL. †

—	Year ending.	Capital.	Renewals Chargeable to Income.	Staff.	Repairs.
		$ cts.	$ cts.	$ cts.	$ cts.
Government expenditure prior to Confederation	....	1,611,424 11	.....	.....	.....
" since " " ..	1868	.....	63,193 75	9,349 99	6,216 98
" " " " ..	1869	.....	55 00	9,626 99	6,498 57
" " " " ..	1870	.....	27 50	10,117 57	6,384 81
" " " " ..	1871	.....	.....	12,316 53	5,722 36
" " " " ..	1872	.....	27 50	11,792 46	15,733 38
" " " " ..	1873	.....	5,122 50	12,210 73	9,882 06
" " " " ..	1874	.....	26 00	15,392 51	10,990 56
" " " " ..	1875	.....	36 00	14,399 32	12,253 01
" " " " ..	1876	.....	.....	14,465 86	17,170 83
" " " " ..	1877	.....	.....	14,377 63	15,207 36
" " " " ..	1878	.....	.....	14,383 37	9,861 05
" " " " ..	1879	.....	.....	15,015 86	10,370 71
" " " " ..	1880	266 15	.....	15,362 61	8,997 34
" " " " ..	1881	.....	.....	17,659 93	10,770 67
" " " " ..	1882	.....	.....	18,804 53	20,813 86
" " " " ..	1883	.....	6,727 44	18,287 77	15,826 71
" " " " ..	1884	.....	3,277 98	19,107 38	16,232 61
" " " " ..	1885	.....	7,999 79	18,960 40	14,637 70
" " " " ..	1886	.....	8,491 80	19,228 90	14,356 00
" " " " ..	1887	.....	3,633 57	18,867 45	14,999 88
" " " " ..	1888	.....	14,411 97	19,325 05	14,285 98
" " " " ..	1889	.....	10,993 52	20,019 11	14,982 54
" " " " ..	1890	.....	.....	19,847 42	14,999 20
" " " " ..	1891	.....	17,085 68	18,886 86	12,537 39
" " " " ..	1892	.....	1,696 23	20,050 01	14,999 80
" " " " ..	1893	.....	.....	20,348 34	14,107 11
" " " " ..	1894	.....	6,547 72	20,574 53	13,903 46
" " " " ..	1895	.....	27,982 93	20,428 59	12,299 49
" " " " ..	1896	.....	.....	20,725 47	15,050 85
" " " " ..	1897	.....	9,813 15	21,012 64	14,862 98
" " " " ..	1898	25,000 00	5,799 34	20,650 00	16,164 92
" " " " ..	1899	.....	1,000 00	20,613 32	13,463 01
" " " " ..	1900	.....	4,959 22	20,147 59	14,505 30
" " " " ..	1901	.....	483 40	20,118 42	14,199 12
" " " " ..	1902	.....	.....	16,682 52	6,532 33
" " " " ..	1903	.....	.....	8,218 14	10,063 38
" " " " ..	1904	.....	.....	9,236 27	11,936 37
" " " " ..	1905	.....	14,949 83	9,086 68	10,499 99
" " " " ..	1906	.....	2,531 24	9,291 91	18,640 71
" " " " ..	1907	.....	598 64	7,552 02	11,711 09
" " " " ..	1908	.....	2,260 81	7,032 31	13,019 76
" " " " ..	1909	.....	21,758 84	.....	†
" " " " ..	1910	.....	24,319 49	.....	†
Total.....	.....	*1,636,690 26	265,810 84	649,574 89	525,691 23

*See page 25 for total of St. Lawrence River and Canals.
†No expenditure has been incurred since 1910.

W. C. LITTLE,
Accountant.

DEPARTMENT OF RAILWAYS AND CANALS,
OTTAWA, September 1, 1915.

STATEMENT showing the amounts expended on Construction, Renewals, etc.—*Continued.*

CARILLON AND GRENVILLE CANAL.

—	Year ending.	Capital.	Renewals Chargeable to Income.	Staff.	Repairs
		$ cts.	$ cts.	$ cts.	$ cts.
Imperial Government	.....	*	.....	.....	.....
Government expenditure prior to Confederation	.....	63,053 64	.....	.....	.....
" 1868 to 1879 included	.....	1,721,338 16	50,155 93	112,345 38	126,775 54
" since	1880	281,514 27	.....	11,959 14	7,625 54
" "	1881	336,707 53	.....	13,059 18	8,076 91
" "	1882	433,084 39	.....	14,387 49	7,582 68
" "	1883	433,575 10	.....	17,479 58	8,310 02
" "	1884	399,267 16	.....	17,393 91	7,918 42
" "	1885	157,187 72	.....	19,702 30	10,429 26
" "	1886	104,973 24	75 00	20,597 82	9,303 31
" "	1887	20,747 11	.....	20,011 36	19,554 41
" "	1888	38,996 29	.....	21,531 12	10,036 62
" "	1889	298 17	.....	22,098 88	10,135 66
" "	1890	17 58	4,526 61	15,896 16	7,582 38
" "	1891	.....	4,395 25	21,230 22	10,796 68
" "	1892	34,585 64	15,036 48	17,458 69	8,620 15
" "	1893	207 00	42,298 74	16,762 71	10,669 28
" "	1894	385 55	20,634 94	14,144 98	11,620 09
" "	1895	.....	5,963 76	15,453 21	12,303 25
" "	1896	3,850 31	.....	13,995 69	12,161 10
" "	1897	1,908 44	4,939 20	13,780 29	11,607 95
" "	1898	82,663 37	5,082 03	11,697 81	10,993 61
" "	1899	39,999 37	.....	11,919 27	11,478 88
" "	1900	22,802 27	4,476 50	13,657 06	14,666 71
" "	1901	4,930 65	9,331 95	13,342 22	13,416 00
" "	1902	.....	16,998 69	13,725 99	19,366 30
" "	1903	.....	15,992 52	14,348 17	17,766 28
" "	1904	.....	9,150 07	16,224 94	17,262 29
" "	1905	.....	8,715 46	15,858 19	19,977 19
" "	1906	.....	24,179 33	18,232 71	10,924 72
" "	1907	.....	9,393 38	16,749 03	7,036 40
" "	1908	.....	1,387 35	23,019 45	9,775 35
" "	1909	.....	68,597 35	23,085 54	10,758 01
" "	1910	.....	10,410 09	23,512 72	11,925 28
" "	1911	.....	9,051 89	23,608 04	11,303 46
" "	1912	.....	.....	25,496 59	11,531 20
" "	1913	.....	774 60	25,730 35	16,299 00
" "	1914	.....	10,464 53	26,452 76	12,199 42
" "	1915	.....	.....	26,025 79	17,292 32
Total	.....	†4,182,092 96	351,431 74	761,974 74	546,080 95

*Expenditure not given—records relating to same were kept in Ordnance Office at Montreal and were destroyed by fire in 1852.

†Included in total cost of Ottawa River Works, *see* page 20. Cost of enlargement, $4,119,039.32.

W. C. LITTLE,
Accountant.

DEPARTMENT OF RAILWAYS AND CANALS,
OTTAWA, September 1, 1915.

STATEMENT showing the amounts expended on Construction, Renewals, etc.—*Continued.*

CHAMBLY CANAL.

	Year ending.	Capital.	Renewals Chargeable to Income.	Staff.	Repairs.
		$ cts.	$ cts.	$ cts.	$ cts.
Government expenditure prior to Confederation		634,711 76			
" " 1868 to 1879 included		2,495 00	8,315 25	122,386 28	170,152 70
" " since	1880			11,516 22	12,377 74
" " "	1881			13,950 47	20,705 17
" " "	1882		31,796,41	16,686 78	16,843 60
" " "	1883		21,332 36	15,904 38	15,182 24
" " "	1884		41,640 77	18,448 85	12,003 34
" " "	1885		21,049 23	18,378 55	13,046 95
" " "	1886		14,547 27	19,501 28	11,999 77
" " "	1887		17,911 17	19,053 62	20,071 37
" " "	1888		65,536 64	20,073 60	11,823 74
" " "	1889		51,437 87	19,679 22	19,392 18
" " "	1890		23,221 48	19,655 38	14,399 93
" " "	1891		43,344 41	19,204 76	11,399 93
" " "	1892		38,313 99	19,665 22	12,976 48
" " "	1893		21,127 65	19,310 29	12,451 03
" " "	1894		8,567 78	19,040 93	11,779 12
" " "	1895		6,147 63	19,325 49	11,920 74
" " "	1896		3,694 63	19,349 65	11,801 12
" " "	1897		12,665 88	18,754 17	13,128 55
" " "	1898	*150 00	13,184 68	17,992 90	12,466 51
" " "	1899		15,255 42	18,336 50	11,997 51
" " "	1900		5,448 88	18,397 58	13,995 00
" " "	1901		1,195 09	18,529 48	17,572 35
" " "	1902		19,132 80	18,832 25	17,313 02
" " "	1903		8,977 43	19,286 10	21,745 65
" " "	1904		26,701 59	21,544 69	25,676 00
" " "	1905		33,066 50	26,970 79	19,896 57
" " "	1906		26,192 72	26,039 53	25,173 48
" " "	1907		29,953 80	19,916 33	22,058 88
" " "	1908	157 90	34,264 31	28,375 31	30,627 72
" " "	1909	13,307 02	35,784 54	28,440 40	24,389 29
" " "	1910	30,479 41	8,207 00	29,198 76	22,508 53
" " "	1911	20,000 04	8,717 20	30,548 74	23,970 19
" " "	1912	15,469 29	26,838 40	34,796 66	29,708 01
" " "	1913	12,529 07	3,486 97	34,323 21	44,748 39
" " "	1914	2,697 03	10,314 09	34,155 28	39,712 20
" " "	1915		13,662 63	35,306 82	42,837 76
Total		†731,696 52	751,074 47	911,876 47	870,379 76

*Less proceeds of sale of piece of land in 1898.

†Chambly Canal and Richelieu River—

Chambly Canal, as above	$ 731,696 52
Less amount Government expenditure prior to Confederation, deducted at Confederation, *see* Public Accounts, 1868, part I, page 9	634,711 76
	$ 96,984 76
Returned as an asset in Public Accounts, 1868	$ 433,807 83
Agreeing with Public Accounts, 1915	$ 530,792 59

W. C. LITTLE,
Accountant.

DEPARTMENT OF RAILWAYS AND CANALS,
OTTAWA, September 1, 1915.

SESSIONAL PAPER No. 20

STATEMENT showing the amounts expended on Construction, Renewals, etc.—*Continued.*

CORNWALL CANAL.

	Year ending.	Chargeable to Capital		Renewals Chargeable to Income.	Staff.	Repairs.
		$ cts.	$ cts.	$ cts.	$ cts.	$ cts.
Government expenditure prior to Confederation		1,933,152 69				
Government expenditure 1868 to 1875 included		12,472 04		31,585 51	94,202 59	59,009 74
Cost of original construction			1,945,624 73			
Expenditure 1868 to 1879 included		337,318 87			54,339 77	22,782 57
Expenditure since	1880	109,454 95			14,440 33	9,735 76
" "	1881	53,948 14			15,173 60	5,524 10
" "	1882	44,587 61			15,052 20	6,634 62
" "	1883	21,728 93			18,283 67	8,361 71
" "	1884	23,018 13			18,475 48	9,007 73
" "	1885	62,034 90		16,298 96	15,988 96	12,368 51
" "	1886	57,820 83		6,960 95	15,994 80	11,832 83
" "	1887	46,966 43			17,520 54	12,100 29
" "	1888	67,945 74			16,938 54	13,942 64
" "	1889	173,993 85			17,890 55	58,205 26
" "	1890	365,038 01		2,000 00	17,063 49	12,758 18
" "	1891	599,001 85		1,459 98	16,077 72	9,830 05
" "	1892	398,555 25		2,345 26	15,596 66	9,864 36
" "	1893	352,536 13			15,173 01	9,668 14
" "	1894	404,990 22			15,344 02	7,733 54
" "	1895	450,689 65		21,497 74	15,414 56	13,053 55
" "	1896	448,408 31		2,175 00	15,472 26	25,259 56
" "	1897	438,487 51			15,540 43	16,438 32
" "	1898	133,208 96			15,011 50	15,431 02
" "	1889	37,649 00		15,960 80	16,000 00	14,623 90
" "	1900	169,889 51		18,547 50	18,798 10	13,998 29
" "	1901	62,032 47			17,104 13	13,166 89
" "	1902	90,535 18			17,896 58	15,045 95
" "	1903	77,833 81			70,129 29	19,205 66
" "	1904	113,795 16		1,730 16	45,792 64	20,932 55
" "	1905	104,093 45		8,324 83	71,073 68	28,100 67
" "	1906	37,879 09		20,063 79	71,246 77	31,893 13
" "	1907	5,218 03		4,191 61	52,050 56	24,489 18
" "	1908	9,897 90		11,270 83	73,651 90	35,708 68
" "	1909	495 00		151,628 65	75,581 54	42,978 72
" "	1910	89 54		35,549 06	76,519 49	51,330 83
" "	1911			76,719 09	78,583 80	45,362 81
" "	1912	8,037 07		60,352 90	83,784 79	59,338 24
" "	1913			29,753 37	79,897 25	56,423 40
" "	1914			45,537 81	83,018 63	53,039 73
" "	1915	3,500 00		23,275 15	83,540 13	39,809 58
Cost of enlargement			5,300,679 48			
Total			*7,246,304 21	*87,228 95	*1,469,663 96	914,990 69

*Included in total cost of St. Lawrence River and Canals, *see* page 25.

W. C. LITTLE,
Accountant.

DEPARTMENT OF RAILWAYS AND CANALS,
OTTAWA, September 1, 1915.

STATEMENT showing the amounts expended on Construction, Renewals, etc.—*Continued.*

CULBUTE LOCK AND DAM.

	Year ending.	Capital.	Renewals Chargeable to Income.	Staff.	Repairs.
		$ cts.	$ cts.	$ cts.	$ cts.
Government expenditure 1873 to 1879 included	.....	223,211 32	39,224 52	.....	.....
" " since ..	1880	16,688 20	.....	202 50	259 31
" " " ..	1881	4,721 62	.....	962 85	.....
" " " ..	1882	29,567 15	.....	790 00	162 33
" " " ..	1883	14,249 60	.....	695 00	288 99
" " " ..	1884	8,151 16	.....	733 50	.....
" " " ..	1885	19,071 76	.....	730 00	572 75
" " " ..	1886	26,385 27	.....	730 50	2,396 14
" " " ..	1887	7,760 88	.....	730 00	967 33
" " " ..	1888	7,537 99	.....	739 50	730 60
" " " ..	1889	17,112 01	.....	1,050 00	116 53
" " " ..	1890	2,818 35	.....	747 83	.....
" " " ..	1891	2,183 15	9,122 05	745 25	499 91
" " " ..	1892	.....	1,546 25	736 00	.....
" " " ..	1893	.....	1,420 65	749 00	13 55
" " " ..	1894	.....	2,540 14	730 00	494 43
" " " ..	1895	.....	1,475 25	436 05	434 28
" " " ..	1896	.....	.....	.....	.....
" " " ..	1897	.....	.....	.....	.....
" " " ..	1898	.....	.....	.....	100 00
" " " ..	1899	.....	.....	.....	.....
" " " ..	1900	3,085 00	.....	.....	.....
" " " ..	1901	197 00	.....	.....	.....
" " " ..	1902	.....	1,135 00	.....	.....
" " " ..	1903	.....	.....	.....	.....
" " " ..	1904	.....	2,204 50	.....	.....
" " " ..	1905	.....	2,255 00	.....	.....
Less unclaimed Cheques.....	1913	*385 00*	.....	.....	.....
Total.....	.....	*382,391 46	60,923 37	11,507 48	7,036 15

* Included in total cost of Ottawa River Works, *see* page 20.

W. C. LITTLE,
Accountant.

DEPARTMENT OF RAILWAYS AND CANALS,
OTTAWA, September 1, 1915.

SESSIONAL PAPER No. 20

STATEMENT showing the amounts expended on Construction, Renewals, etc.—*Continued.*

LACHINE CANAL

	Year ending.	Capital.		Renewals Chargeable to Income.	Staff.	Repairs.
		$ cts.	$ cts.	$ cts.	$ cts.	$ cts.
Expenditure by Imperial Government		40,000 00				
Government expenditure prior to Confederation		2,547,532 85				
Government expenditure since Confederation	1868			1,852 70	13,742 05	10,431 51
" "	1869	2,000 00			14,209 02	12,085 84
Cost of original construction and enlargement from 1845 to 1869			2,589,532 85			
Govt. expenditure, 1870 to 1879 included		4,610,389 35		47,389 61	275,742 45	202,892 10
Govt. expenditure since	1880	369,566 74			38,950 90	10,223 62
" " "	1881	292,165 51			39,027 99	19,888 33
" " "	1882	252,821 33		3,978 66	41,158 90	17,116 46
" " "	1883	396,496 96		1,859 68	45,554 91	18,199 59
" " "	1884	188,266 18			48,624 51	19,683 24
" " "	1885	111,215 23			49,004 85	20,199 78
" " "	1886	210,509 42			50,969 10	19,199 18
" " "	1887	28,772 52		12,981 59	53,113 97	22,567 81
" " "	1888	19,414 34		7,996 38	52,229 61	19,999 64
" " "	1889	76,032 96		972 71	54,110 67	22,957 71
" " "	1890	7,448 03		8,238 46	53,114 34	22,999 38
" " "	1891	217 53		16,155 75	50,721 69	36,292 98
" " "	1892	87,852 35		27,480 80	52,729 37	67,499 62
" " "	1893	445,983 21		50,937 40	53,185 00	51,616 79
" " "	1894	64,345 14		17,152 48	60,174 03	40,939 70
" " "	1895	189,944 36		32,405 20	56,337 44	25,891 45
" " "	1896	184,998 25		8,193 15	58,342 96	24,950 20
" " "	1897	282,052 48		14,664 21	57,533 20	25,820 73
" " "	1898	216,717 44		819 62	57,282 50	33,391 92
" " "	1899	162,351 83		3,103 99	55,990 00	35,776 90
" " "	1900	125,009 41		12,210 88	56,791 45	31,988 81
" " "	1991	97,305 52		12,072 87	58,364 29	50,005 48
" " "	1902	113,328 26		36,249 02	59,435 33	45,853 97
" " "	1903	58,426 92		109,893 43	69,762 03	53,054 20
" " "	1904	181,487 06		162,705 14	77,233 17	50,660 92
" " "	1905	112,460 47		144,996 37	86,209 93	65,202 42
" " "	1906	103,798 28		133,518 77	84,708 78	60,064 84
" " "	1907	18,840 85		65,872 25	53,308 14	47,465 20
" " "	1908	203,307 25		92,362 48	74,222 78	70,427 37
" " "	1909	359,041 77		143,526 35	72,049 35	82,081 29
" " "	1910	215,611 98		70,000 20	77,701 55	75,247 71
" " "	1911	253,098 27		73,260 66	72,285 01	91,941 84
" " "	1912	312,868 94		56,174 60	87,989 26	111,254 82
" " "	1913	463,291 97			89,509 15	91,689 64
" " "	1914	358,443 93		29,962 15	97,547 54	110,123 84
" " "	1915	213,835 06		22,915 14	104,535 61	95,618 99
Cost of enlargement			11,387,717.10			
Total			13,977,249.95	1,420,902.70	2,553,502.80	1,913,305.92

Total expenditure on capital account as above		$13,977,249 95
Less charged to St. Lawrence River and Canals, *see* page 25	$ 2,950,104 15	
Less expenditure by Imperial Government	40,000 00	
		$2,990,104 15
Agreeing with Public Accounts balance sheet, 1915.		$10,987,145 80

DEPARTMENT OF RAILWAYS AND CANALS,
OTTAWA, September 1, 1915.

W. C. LITTLE,
Accountant.

STATEMENT showing the amounts expended on Construction, Renewals, etc.—*Continued.*

LAKE ST. FRANCIS.

	Year ending.	Capital.	Renewals. Chargeable to Income.
		$ cts.	$ cts.
Government expenditure since Confederation	1898	3,420 00	.....
" " "	1899	23,110 00	2,495 47
" " "	1900	15,431 46	12,288 39
" " "	1901	15,000 00	8,060 30
" " "	1902	13,945 25	.....
" " "	1903	5,000 00	.....
" " "	1904	.....	2,199 52
" " "	1905	†	.....
Total	.....	*75,906 71	25,043 68

*Included in total cost of St. Lawrence River and Canals, *see* page 25.
†Trnnsferred to Department of Marine and Fisheries in 1905.

W. C. LITTLE,
Accountant.

DEPARTMENT OF RAILWAYS AND CANALS,
OTTAWA, September 1, 1915.

STATEMENT showing the amounts expended on Construction, Renewals, etc.—*Continued.*

LAKE ST. LOUIS.

	Year ending.	Chargeable to Capital.	Chargeable to Revenue.
		$ cts.	$ cts.
Government expenditure since Confederation	1895	4,753 14	.....
" " "	1896	49,909 31	.....
" " "	1897	73,300 41	.....
" " "	1898	64,495 83	.....
" " "	1899	57,607 79	.....
" " "	1900	11,765 70	.....
" " "	1901	12,918 31	.....
" " "	1902	6,000 00	.....
" " "	1903	9,508 72	.....
" " "	1904	7,916 90	.....
" " "	1905	†	.....
Total	.....	*298,176 11	.....

*Included in total cost of St. Lawrence River and Canals, *see* page 25.
†Transfered to Department of Marine and Fisheries in 1905.

W. C. LITTLE,
Accountant.

DEPARTMENT OF RAILWAYS AND CANALS,
OTTAWA, September 1, 1915.

STATEMENT showing the amounts expended on Construction, Renewals, etc.—*Continued.*

MURRAY CANAL.

	Year ending	Capital.	Renewals Chargeable to Income.	Staff.	Repairs.
		$ cts.	$ cts.	$ cts.	$ cts.
Government expenditure prior to Confederation					
" since " "	1868		400 00		
" " " "	1882	7,135 63			
" " " "	1883	84,071 68			
" " " "	1884	118,187 43			
" " " "	1885	148,902 66			
" " " "	1886	179,704 52			
" " " "	1887	142,563 66			
" " " "	1888	146,754 37			
" " " "	1889	215,326 46			
" " " "	1890	106,760 35		494 31	
" " " "	1891	61,260 49		5,137 03	173 53
" " " "	1892	5,964 22		5,803 48	3,505 15
" " " "	1893	30,838 79		5,499 62	5,341 34
" " " "	1894			5,667 52	5,295 57
" " " "	1895			5,354 97	5,063 49
" " " "	1896			5,409 10	5,410 33
" " " "	1897			5,526 87	3,966 41
" " " "	1898			5,799 94	4,710 23
" " " "	1899			5,073 70	3,533 68
" " " "	1900			5,613 83	2,777 60
" " " "	1901			5,175 74	1,138 15
" " " "	1902			5,254 51	6,377 19
" " " "	1903	500 00		5,757 00	4,627 70
" " " "	1904	750 00	2,521 13	5,291 43	6,075 94
" " " "	1905	100 00	740 45	5,346 62	4,452 68
" " " "	1906		293 75	5,183 61	2,840 91
" " " "	1907		10,423 00	2,788 14	1,710 55
" " " "	1908		37,334 70	4,244 42	2,953 23
" " " "	1969	126 45	20,250 61	4,720 09	3,374 82
" " " "	1910			4,378 74	2,674 57
" " " "	1911			3,942 94	2,075 26
" " " "	1912		14,390 45	4,213 21	3,344 46
" " " "	1913		11,254 14	5,512 70	2,955 94
" " " "	1914		3,814 88	5,669 45	4,220 02
" " " "	1915			5,443 70	4,480 59
Total		*1,248,946 71	101,423 11	128,302 67	93,079 34

*Agreeing with Public Accounts Balance Sheet, 1915.

W. C. LITTLE,
Accountant.

DEPARTMENT OF RAILWAYS AND CANALS,
OTTAWA, September 1, 1915.

STATEMENT showing the amounts expended on Construction, Renewals, etc.—*Continued.*

OTTAWA RIVER WORKS.

	$ cts.	$ cts.
Ste. Anne's Lock, page 24		1,170,215 63
Carillon and Grenville Canal, page 13		4,182 092 96
Culbute Canal, page 16		382,391 46
Rideau Canal, page 21		172,621 90
Total Ottawa River Works (Capital)		5,907,321 95
Add expenditure on slides and booms prior to Confederation	719,247 13	
Add expenditure on slides and booms since Confederation	7,243 60	
Add expenditure on Chats Falls Canal prior to Confederation	482,950 81	
Add expenditure in 1881, charged to Miscellaneous. *See* page 229, part ii Public Accounts	1,136 84	
Add amount transferred. *See* page xxxvi, Public Accounts, Balance Sheet, 1881	233,555 85	1,444,134 23
		7,351,456 18
Less expenditure prior to Confederation, transferred to Income Account	320,618 28	
Less expenditure in 1872, on Carillon and Grenville Canal, as shown in Public Accounts Balance Sheet, page xx, under Miscellaneous	165,257 28	485,875 56
Agreeing, less outstanding cheques, with Balance Sheet, Public Accounts, 1915		6,865,580 62

W. C. LITTLE,
Accountant.

DEPARTMENT OF RAILWAYS AND CANALS,
OTTAWA, September 1, 1915.

SESSIONAL PAPER No. 20

STATEMENT showing the amounts expended on Construction, Renewals, etc.—*Continued.*

RIDEAU CANAL.

	Year ending	Capital.	Renewals Chargeable to Income.	Staff.	Repairs.
		$ cts.	$ cts.	$ cts.	$ cts.
Imperial Government		3,911,701 47			
Government expenditure prior to Confederation		153,062 60			
" " 1868 to 1879 included		19,559 30	47,875 89	283,919 10	196,738 05
" " since	1880			26,463 88	11,434 05
" " "	1881		133 50	26,024 71	8,627 00
" " "	1882			26,915 29	13,860 28
" " "	1883		70 65	27,322 81	23,524 84
" " "	1884		4,597 50	26,938 95	19,245 02
" " "	1885		2,098 76	26,971 32	18,189 55
" " "	1886		550 00	27,045 95	35,648 04
" " "	1887		20,823 96	29,440 46	18,565 34
" " "	1888		18,889 48	33,458 83	25,478 87
" " "	1889		6,665 22	633,801 77	18,106 36
" " "	1890		21,124 10	34,270 57	18,025 21
" " "	1891		20,967 25	34,641 98	21,537 56
" " "	1892		31,363 23	35,500 82	21,507 16
" " "	1893		24,274 71	35,022 49	18,789 50
" " "	1894		14,485 11	34,943 35	16,939 47
" " "	1895		31,559 48	33,827 08	19,897 32
" " "	1896		21,452 29	34,052 77	30,196 38
" " "	1897		19,079 11	31,461 55	29,535 94
" " "	1898		13,608 39	30,759 05	26,599 93
" " "	1899		700 29	30,751 20	28,199 49
" " "	1900		11,780 41	30,623 27	30,237 09
" " "	1901			31,334 40	33,791 17
" " "	1902		8,894 40	32,193 66	33,959 86
" " "	1903		16,235 13	34,595 31	36,424 23
" " "	1904		13,525 04	39,127 96	38,496 78
" " "	1905	1,565 84	14,513 35	40,838 81	49,790 55
" " "	1906		5,272 90	41,819 77	54,495 63
" " "	1907		14,322 03	30,667 34	44,627 82
" " "	1998		42,903 03	44,875 16	55,090 45
" " "	1909		19,989 52	44,911 60	53,880 51
" " "	1910		9,225 73	48,324 13	95,188 97
" " "	1911		6,188 71	47,165 63	79,352 59
" " "	1912		4,358 40	54,156 89	85,912 96
" " "	1913	41,565 00	21,992 94	56,863 98	91,984 66
" " "	1914	40,000 00	27,094 80	60,471 38	102,092 68
" " "	1915		80,238 38	63,319 23	105,386 73
Total		*4,167,454 21	596,853 69	1,604,822 45	1,611,358 04

Expenditure as above	4,167,454 21
Less expenditure by Imperial Government	3,911,701 47
	255,752 74
Less expenditure 1905–1913–1914—Ontario	83,130 84
Amount included in Ottawa River Works, page 20	172,621 90

W. C. LITTLE,
Accountant.

DEPARTMENT OF RAILWAYS AND CANALS,
OTTAWA, September 1, 1915.

STATEMENT showing the amounts expended on Construction, Renewals, etc.—*Continued.*

SAULT STE. MARIE CANAL.

	Year ending.	Capital.	Renewals Chargeable to Income.	Staff.	Repairs.
		$ cts.	$ cts.	$ cts.	$ cts.
Government expenditure, 1868 to 1887, included					
Government expenditure since	1888	8,145 00	949 35		
" " "	1889	34,018 95			
" " "	1890	176,568 55			
" " "	1891	325,336 33			
" " "	1892	341,474 31			
" " "	1893	589,801 25			
" " "	1894	1,316,529 29			
" " "	1895	466,151 50		3,432 73	
" " "	1896	189,986 59		16,074 70	2,650 17
" " "	1897	209,561 82		15,381 59	6,671 79
" " "	1898	21,004 56		14,389 92	8,172 09
" " "	1899	63,935 48		13,840 24	6,564 40
" " "	1900	27,157 98		13,901 40	13,219 87
" " "	1901	323,353 93	48 39	13,730 93	10,289 18
" " "	1902	122,505 73		15,920 80	14,839 71
" " "	1903	65,933 43		16,077 22	10,855 70
" " "	1904	32,029 54		14,653 35	9,491 44
" " "	1905	110,181 69		15,681 55	14,776 33
" " "	1906	120,000 00		15,878 11	20,086 15
" " "	1907	95,504 63		12,290 94	11,520 53
" " "	1908	140,433 22		20,345 38	23,206 00
" " "	1909	42,109 63	11,453 28	15,231 79	16,462 29
" " "	1910	46,809 13	147,147 52	18,976 64	20,330 77
" " "	1911	54,797 37	77,066 45	24,951 49	19,955 74
" " "	1912	18,227 10	29,706 21	27,054 50	28,798 51
" " "	1913	45,941 17	13,726 84	27,588 62	26,762 40
" " "	1914	6,874 27		28,537 49	26,426 47
" " "	1915			26,766 76	31,114 80
Total		*4,994,372 51	280,098 04	370,706 15	323,164 34

*Agreeing with Public Accounts, 1915.

W. C. LITTLE,
Accountant.

DEPARTMENT OF RAILWAYS AND CANALS,
OTTAWA, September 1, 1915.

SESSIONAL PAPER No. 20

STATEMENT showing the amounts expended on Construction, Renewals, etc.—*Continued.*

SOULANGES CANAL.

—	Year ending.	Capital.	Renewals Chargeable to Income.	Staff.	Repairs.
		$ cts.	$ cts.	$ cts.	$ cts.
Government expenditure prior to Confederation...					
Government expenditure since	1892	54,235 76			
" " "	1893	210,336 24			
" " "	1894	723,380 95			
" " "	1895	752,016 73			
" " "	1896	535,939 07			
" " "	1897	363,126 06			
" " "	1898	1,016,401 00			
" " "	1899	1,442,824 22			
" " "	1900	693,806 24		6,711 84	5,000 00
" " "	1901	362,626 36	115 00	25,154 78	5,888 77
" " "	1902	235,021 79		22,672 50	2,267 13
" " "	1903	248,929 10		31,987 06	10,362 23
" " "	1904	113,328 45	15,608 69	25,235 25	39,382 01
" " "	1905	34,202 71	30,406 25	25,432 49	21,174 84
" " "	1906	5,000 22	16,033 79	24,817 37	17,096 33
" " "	1907	13,508 88	3,216 29	19,964 04	15,604 71
" " "	1908	50,634 01	4,245 18	28,988 36	35,678 11
" " "	1909	17,795 79	12,363 78	32,324 20	34,802 37
" " "	1910	153,022 23	2,299 93	32,851 69	46,287 16
" " "	1911	102,699 69	3,999 58	32,283 03	37,532 93
" " "	1912	286,787 88	14,375 47	36,871 50	38,554 54
" " "	1913	180,816 28		38,080 18	27,221 50
" " "	1914	81,235 56	16,117 84	38,904 16	25,383 32
" " "	1915	92,609 72	27,598 82	41,095 09	41,580 87
Total....		*7,870,284 74	146,380 62	463,373 54	403,825 82

*Included in total cost of St. Lawrence River and Canals, *see* page 25.

W. C. LITTLE,
Accountant.

DEPARTMENT OF RAILWAYS AND CANALS,
OTTAWA, September 1, 1915.

STATEMENT showing the amounts expended on Construction, Renewals, etc.—*Continued.*

STE. ANNE'S LOCK AND CANAL.

—	Year ending.	Capital.	Renewals Chargeable to Income.	Staff.	Repairs.
		$ cts.	$ cts.	$ cts.	$ cts.
Government expenditure prior to Confederation	.....	134,456 51	.....	.....	.....
Gov. expenditure since 1868 to 1879 included	.....	137,051 78	2,479 57	20,238 18	29,091 00
" "	1880	3,054 68	.....	2,152 57	1,704 71
" "	1881	69,042 76	.....	2,553 02	3,257 92
" "	1882	193,158 36	.....	2,611 30	2,343 99
" "	1883	172,959 95	.....	2,569 86	3,448 83
" "	1884	142,006 25	.....	2,775 32	2,725 49
" "	1885	93,679 57	.....	2,618 60	4,042 04
" "	1886	120,681 67	.....	2,611 90	5,803 01
" "	1887	45,276 08	6,054 10	2,537 41	1,499 96
" "	1888	18,910 55	1,372 59	2,505 61	1,380 75
" "	1889	24,786 33	.....	2,569 22	1,730 79
" "	1890	6,151 14	.....	2,571 04	1,525 51
" "	1891	.....	8,173 69	2,505 69	1,503 56
" "	1892	.....	25,471 61	2,571 28	1,666 21
" "	1893	.....	6,521 88	2,581 08	2,800 03
" "	1894	.....	3,497 56	2,640 00	2,799 63
" "	1895	.....	3,694 33	2,508 14	3,025 91
" "	1896	.....	.....	2,495 54	4,993 89
" "	1897	.....	.....	2,357 51	1,688 12
" "	1898	.....	.....	1,904 10	1,699 44
" "	1899	.....	.....	1,920 12	1,997 96
" "	1900	.....	.....	1,840 51	2,679 21
" "	1901	.....	.....	1,895 89	3,999 02
" "	1902	.....	.....	1,994 52	3,015 97
" "	1903	.....	1,984 39	2,072 17	4,684 42
" "	1904	.....	.....	2,292 94	2,244 13
" "	1905	.....	.....	2,151 01	6,901 44
" "	1906	.....	.....	2,259 16	2,294 86
" "	1907	.....	2,449 96	1,595 62	901 47
" "	1908	.....	2,501 42	2,248 29	1,693 63
" "	1909	.....	199 67	2,292 19	4,290 57
" "	1910	.....	2,339 76	2,267 60	2,446 28
" "	1911	.....	2,880 93	2,315 34	2,628 91
" "	1912	.....	.....	2,770 51	2,738 40
" "	1913	.....	.....	2,769 63	2,298 26
" "	1914	.....	7,379 94	2,896 86	6,799 35
" "	1915	.....	7,043 41	4,715 62	4,249 29
Total	.....	*1,170,215 63	84,044 81	108,175 35	133,783 96

*Included in total cost of Ottawa River Works, see page 20.

Original Construction	$ 134,456 51
Enlargement, including New Lock	1,035,759 12
	$ 1,170,215 63

W. C. LITTLE,
Accountant.

DEPARTMENT OF RAILWAYS AND CANALS,
OTTAWA, September 1, 1915.

SESSIONAL PAPER No. 20

STATEMENT showing the amounts expended on Construction, Renewals, etc.—*Continued.*

ST. LAWRENCE RIVER AND CANALS, SURVEYS, ETC.

	Year ending.	CHARGEABLE TO CAPITAL.				Chargeable to Income.
		North Channel.	River Reaches.	Galops Channel.	Total.	
		$ cts.	$ cts.	$ cts.	$ cts.	$ cts.
Government expenditure prior to Confederation					18,442 85	98,378 46
Government expenditure 1873 to 1881 included					208,965 88	
Government expenditure since	1882		6,933 45	22,000 00	28,933 45	
" "	1883		3,574 31	41,300 00	44,874 31	
" "	1884		15,546 03	74,300 00	89,846 03	
" "	1885		13,710 17	101,400 00	151,110 17	
" "	1886		16,251 73	99,800 00	116,051 73	
" "	1887		20,037 31	54,400 00	74,437 31	
" "	1888		16,082 85	40,400 00	56,482 85	
" "	1889		1,293 92	17,200 00	18,493 92	
" "	1890		18,279 91	5,700 00	23,979 91	
" "	1891		35,137 25		35,137 25	
" "	1892		59,779 31		59,779 31	
" "	1893		52,643 39		52,643 39	
" "	1894		13,721 66		13,721 66	
" "	1895		1,223 72	181,552 03	182,775 75	
" "	1896		7,457 05		7,457 05	
" "	1897		12,347 31		12,347 31	
" "	1898	171,336 65	7,491 11	32,710 00	211,537 76	
" "	1899	461,979 50	9,336 47	42,430 00	513,775 97	
" "	1900	225,000 00	72,484 41	50,000 00	347,484 41	
" "	1901	184,790 34	19,389 75	91,211 97	295,392 06	
" "	1902	125,000 00	29,268 64	24,037 85	178,306 49	
" "	1903	126,833 94	16,432 28	25,000 00	168,266 22	
" "	1904	68,595 42	9,634 66	6,450 00	84,680 08	
" "	1905	94,025 89	25,743 51	49,734 70	168,504 10	
" "	1906	83,028 98		26,506 26	109,535 24	
" "	1907	61,528 34		13,350 00	74,878 34	
" "	1908	40,500 00		12,976 77	53,476 77	
" "	1909	42,770 45		25,378 21	68,148 66	
" "	1910	34,389 32		2,057 86	36,447 18	13,694 97
" "	1911					16,224 68
" "	1912					
" "	1913					
" "	1914					
" "	1915					
Total		1,718,778 83	483,830 20	1,039,895 65	3,469,913 41*	128,298 11

*In this total is included an expenditure on capital account of $227,408.73 on the St. Lawrence River and Canals for the period previous to 1882.

ST. LAWRENCE RIVER AND CANALS, SURVEYS,, ETC.

St. Lawrence River and Canals, as above		$ 3,469,913 41
Beauharnois Canal, *see* page	12	1,636,690 26
Cornwall Canal "	15	7,246,304 21
Williamsburg Canal "	32-33	10,491 098 07
Lake St. Louis "	18	298,176 11
Soulanges Canal.. "	23	7,870,284 74
Lachine Canal, prior to Confederation to June 30, 1875, *see* page	17	2,950,104 15
Lake St. Francis, *see* page	18	75,906 71
Agreeing with Public Accounts, 1915,		$34,038,477 66

W. C. LITTLE.
Accountant.

DEPARTMENT OF RAILWAYS AND CANALS,
OTTAWA, September 1, 1915.

STATEMENT showing the amounts expended on Construction, Renewals, etc.—*Continued.*

ST. OURS LOCK.

	Year ending.	Capital.	Renewals Chargeable to Income.	Staff.	Repairs.
		$ cts.	$ cts.	$ cts.	$ cts.
Govt. expenditure prior to Confederation		121,537 65			
" 1868 to 1879 included				19,459 64	13,909 87
" since	1880			1,614 01	705 54
" "	1881			1,741 97	1,299 77
" "	1882			2,002 71	1,902 41
" "	1883		17,230 32	2,361 65	2,188 08
" "	1884		5,279 87	2,315 37	1,494 99
" "	1885		4,700 64	2,271 57	3,652 63
" "	1886			2,311 70	4,143 47
" "	1887			2,175 37	5,864 78
" "	1888			2,216 04	2,801 17
" "	1889		17,964 45	2,421 14	2,002 63
" "	1890		24,571 96	2,138 40	1,935 44
" "	1891		21,696 74	2,001 08	4,460 16
" "	1892		3,585 34	2,168 44	1,944 33
" "	1893			2,136 66	1,994 34
" "	1894			2,216 68	924 55
" "	1895			2,161 63	915 50
" "	1896			2,094 91	1,678 49
" "	1897			2,135 60	707 06
" "	1898			2,049 67	692 04
" "	1889			2,244 12	1,494 93
" "	1900		1,596 88	2,181 43	2,681 10
" "	1911		3,610 06	2,128 25	1,681 44
" "	1902		15,549 27	2,262 39	984 36
" "	1903		9,344 89	2,288 63	1,671 83
" "	1904		7,984 41	2,334 67	1,690 61
" "	1905		14,900 90	2,479 66	1,716 35
" "	1906		7,307 39	2,582 95	3,872 75
" "	1907		4,200 00	2,064 62	1,142 79
" "	1808		3,338 79	2,894 76	2,121 43
" "	1909			2,994 78	3,693 19
" "	1910		1,925 08	4,137 64	1,752 66
" "	1911		1,200 23	3,527 69	2,353 81
" "	1912	4,306 28	3,998 58	3,584 10	2,259 46
" "	1913		2,678 37	3,530 02	2,449 44
" "	1914	1,384 63	1,364 71	4,599 36	2,015 86
" "	1915			4,280 50	3,896 03
Total		*127,228 56	174,028 88	110,119 81	92,695 29

*Agrees with Public Accounts, 1915, expenditure of $121,537.65 prior to Confederation not included.

W. C. LITTLE,
Accountant.

DEPARTMENT OF RAILWAYS AND CANALS,
OTTAWA, September 1, 1915.

STATEMENT showing the amounts expended on Construction, Renewals, etc.—*Continued.*

ST. PETER'S CANAL.

	Year ending.	Capital.	Renewals Chargeable to Income.	Staff.	Repairs.
		$ cts.	$ cts.	$ cts.	$ cts.
Govt. expenditure prior to Confederation	.....	156,523 32	.....	.....	.....
" 1868 to 1879 included	.....	300,564 93	46,193 57	4,607 66	15,682 80
" since	1880	80,120 54	.....	400 00	.....
" "	1881	69,434 76	.....	959 58	.....
" "	1882	484 00	.....	1,920 54	200 63
" "	1883	.....	.....	2,089 19	232 42
" "	1884	2,471 40	.....	2,601 47	367 85
" "	1885	16,820 15	.....	1,929 11	183 11
" "	1886	2,316 85	.....	2,360 67	297 81
" "	1887	1,087 75	750 00	2,777 13	343 23
" "	1888	.....	.....	3,217 77	1,588 40
" "	1889	.....	500 00	30,85 29	353 38
" "	1890	.....	.....	3,110 15	255 34
" "	1891	972 65	510 53	3,255 30	312 02
" "	1892	14,387 00	30,936 82	3,007 70	1,461 24
" "	1893	881 59	9,987 78	2,938 15	1,856 30
" "	1894	437 05	3,852 21	2,935 94	1,986 70
" "	1895	868 44	26,222 46	2,499 81	353 55
" "	1896	1,455 21	16,743 64	2,182 04	260 90
" "	1897	.....	.....	2,728 38	1 20
" "	1898	.....	111 70	2,785 25	453 85
" "	1899	.....	.....	2,819 86	456 61
" "	1900	.....	.....	2,833 24	1,483 30
" "	1901	.....	2,311 26	2,730 44	841 63
" "	1902	.....	10,014 43	2,939 81	274 41
" "	1903	.....	.....	2,836 49	764 11
" "	1804	.....	.....	3,126 94	122 45
" "	1905	.....	3,000 10	2,969 90	1,095 90
" "	1906	.....	.....	3,239 19	253 65
" "	1907	.....	.....	2,468 78	246 87
" "	1908	.....	.....	3,371 13	942 64
" "	1909	.....	.....	3,282 22	532 78
" "	1910	.....	.....	3,449 43	238 14
" "	1911	.....	.....	4,180 96	473 44
" "	1912	.....	5,208 18	4,768 20	361 49
" "	1913	.....	39,143 77	5,144 13	807 78
" "	1914	.....	48,455 79	5,251 36	618 88
" "	1915	.....	83,241 31	4,897 45	240 82
		648,755 64	.....	.....	.....
Less—Refunds in 1897-8	.....	208 50	.....	.....	.....
Total	..	*648,547 14	327,183 55	111,700 66	35,945 66

*Expenditure as above	$ 648,547 14
Less expenditure prior to Confederation	156,523 32
Agreeing with Public Accounts, 1915	$ 492,023 82

W. C. LITTLE,
Accountant.

DEPARTMENT OF RAILWAYS AND CANALS,
OTTAWA, September 1, 1915.

STATEMENT showing the amounts expended on Construction, Renewals, etc.—*Continued.*

*TAY CANAL.

	Year ending.	Capital.	Renewals Chargeable to Income.	Staff.	Repairs.
		$ cts.	$ cts.	$ cts.	$ cts.
Government expenditure since Confederation	1882	.....	748 65	.....	.....
" " "	1883	4,831 80	.....	.....	.....
" " "	1884	50,878 12	.....	.....	.....
" " "	1885	92,473 97	.....	.....	.....
" " "	1886	65,561 51	.....	.....	.....
" " "	1887	49,617 92	.....	.....	.....
" " "	1888	54,166 57	.....	.....	.....
" " "	1889	89,486 18	.....	.....	.....
" " "	1890	22,226 23	.....	*	*
" " "	1891	17,114 78	.....	*	*
" " "	1892	29,771 65	.....	*	*
" " "	1893	.....	.....	*	*
" " "	1894	.....	.....	*	*
" " "	1895	.....	.....	*	*
" " "	1986	.....	.....	*	*
" " "	1897	10,720 50	.....	*	*
" " "	1898	.....	.....	*	*
" " "	1899	.....	.....	*	*
" " "	1900	2,750 00	.....	*	*
Total.	.....	†489,599 23	748.65	*	*

*Included in Rideau Canal since 1890. No expenditure since 1900.
†Agreeing with Public Accounts, 1915, not including $83,130.84 shown in Rideau Canal.

W. C. LITTLE,
Accountant.

DEPARTMENT OF RAILWAYS AND CANALS,
OTTAWA, September 1, 1915.

STATEMENT showing the amounts expended on Construction, Renewals, etc.—*Continued.*

TRENT CANAL.

	Year ending.	Capital.	Renewals Chargeable to Income.	Staff.	Repairs.
		$ cts.	$ cts.	$ cts.	$ cts.
Govt. expenditure prior to Confederation ...	.....	309,371 31	.....	.....	.....
" since " " ...	1880	561 50	.....	1,188 92	3,568 89
" " " " ...	1881	.....	.....	2,489 93	2,233 50
" " " "	1882	.....	5,836 51	2,011 92	8,115 50
" " " " ...	1883	40,767 16	9,303 66	2,235 50	3,047 42
" " " " ...	1884	120,393 91	6,198 57	2,208 64	5,264 35
" " " " ...	1885	121,382 84	.....	3,303 87	4,653 50
" " " " ...	1886	75,103 30	.....	1,639 75	5,917 88
" " " " ...	1887	179,541 63	.....	1,938 08	6,008 88
" " " " ...	1888	114,879 35	.....	1,770 29	5,151 42
" " " " ...	1889	47,592 13	29,677 92	3,242 05	5,935 94
" " " " ...	1890	58,644 50	11,522 65	3,450 99	730 55
" " " " ...	1891	9,826 49	3,164 81	3,803 66	4,888 98
" " " " ...	1892	4,457 28	6,506 97	3,695 85	4,721 85
" " " " ...	1893	5,962 47	10,838 90	3,739 86	2,087 17
" " " " ...	1894	3,412 32	20,403 93	3,785 47	4,988 59
" " " " ...	1895	53,907 70	21,143 41	4,184 18	3,374 49
" " " " ...	1896	292,976 08	6,185 75	4,349 34	3,329 97
" " " " ...	1897	486,575 70	13,880 37	4,965 39	3,497 90
" " " " ...	1898	351,273 31	8,991 54	5,034 60	4,998 80
" " " " ...	1899	166,611 49	6,179 79	5,048 72	6,454 49
" " " " ...	1900	334,583 01	8,043 39	5,131 52	9,989 26
" " " " ...	1901	284,503 89	10,494 82	5,254 51	13,075 89
" " " " ...	1902	449,075 45	26,165 93	5,575 52	14,984 88
" " " " ...	1903	523,950 74	18,548 58	6,993 25	10,791 15
" " " " ...	1904	489,038 44	21,228 55	7,237 05	21,179 12
" " " "	1905	333,261 75	36,853 28	12,071 88	26,056 78
" " " " ...	1906	319,789 49	26,030 36	17,440 68	33,398 85
" " " "	1907	153,045 42	35,360 10	19,229 25	36,516 47
" " " "	1908	343,176 05	96,315 87	32,826 38	33,382 94
" " " "	1909	1,099,836 38	80,517 65	32,028 57	44,849 83
" " " " ...	1910	1,000,000 00	59,483 51	36,800 42	54,206 13
" " " "	1911	1,682,449 32	78,914 08	38,019 33	40,178 54
" " " "	1912	1,746,095 48	97,254 20	44,811 08	50,175 72
" " " "	1913	1,162,605 75	41,499 98	47,431 26	50,049 83
" " " "	1914	1,146,383 31	38,259 19	48,777 82	54,184 46
" " " "	1915	1,001,700 35	59,406 00	47,963 61	47,922 02
Total....	.....	*14,612,735 30	894,210 27	471,679 14	629,911 94

*Total expenditure in Capital Account as above		$14,612,735 30
LESS—Expenditure prior to Confederation	$ 309,371 31	
" Year 1880	561 50	
		309,932 81
Agreeing with Public Accounts Balance Sheet, 1915		$14,392,802 49

W. C. LITTLE,
Accountant.

DEPARTMENT OF RAILWAYS AND CANALS,
OTTAWA, September 1, 1915.

STATEMENT showing the amounts expended on Construction, Renewals, etc.—*Continued.*

WELLAND CANAL.

	Year ending.	Capital.	Renewals. Chargeable to Income.	Staff.	Repairs.
		$ cts.	$ cts.	$ cts.	$ cts.
Imperial Government		222,220 00			
Government expenditure prior to Confederation		7,416,019 85			
" " 1868 to 1879 included		9,445,618 44	125,341 53	583,160 88	771,359 96
" " since	1880	1,252,924 73		63,198 10	76,535 25
" " "	1881	1,242,943 37	6,593 19	56,398 04	69,249 53
" " "	1882	603,402 17	13,664 80	74,641 51	84,374 97
" " "	1883	549,433 29	5,979 03	109,207 21	72,707 62
" " "	1884	432,336 21		113,276 87	90,926 97
" " "	1885	463,505 38	6,150 21	112,670 00	91,534 66
" " "	1886	215,380 75	1,359 00	111,660 22	69,507 48
" " "	1887	1,071,073 87	3,828 67	109,371 69	77,440 80
" " "	1888	429,720 94	10,740 86	110,806 01	86,518 97
" " "	1889	225,910 21	43,803 80	113,587 05	77,547 77
" " "	1890	117,633 22	51,648 28	109,202 02	72,686 19
" " "	1891	36,371 03	19,767 73	107,662 63	82,548 30
" " "	1892	29,541 21	9,008 80	104,673 73	73,771 87
" " "	1893	8,259 94	25,103 13	104,926 73	65,016 84
" " "	1894	1,571 78	13,430 20	102,018 80	53,053 71
" " "	1895	3,809 35	24,245 02	90,438 07	48,270 94
" " "	1896	1,677 67	18,768 99	87,988 11	62,542 64
" " "	1897	2,282 35	22,283 06	88,095 20	41,247 81
" " "	1898		34,803 25	84,806 54	59,571 66
" " "	1899		30,099 84	86,110 88	56,270 60
" " "	1900	18,167 29	37,164 84	84,888 36	59,507 64
" " "	1901	224,536 96	87,777 43	86,889 24	72,055 89
" " "	1902	303,997 81	78,905 37	88,048 95	69,279 90
" " "	1903	315,819 49	94,127 21	90,684 05	72,004 59
" " "	1904	555,751 00	31,140 58	91,115 35	85,717 88
" " "	1905	890,457 82	34,559 42	91,928 96	111,418 62
" " "	1906	715,198 24	28,799 66	107,932 96	78,704 93
" " "	1907	480,305 03	56,036 47	75,031 24	53,247 50
" " "	1908	806,760 46	138,430 19	108,101 56	78,460 40
" " "	1909	255,986 16	129,489 99	115,934 78	88,409 53
" " "	1910	168,247 17	75,233 28	136,783 47	77,723 23
" " "	1911	236,429 80	28,688 57	128,000 33	92,739 05
" " "	1912	159,946 87	28,238 13	149,848 27	105,056 89
" " "	1913	347,711 15	39,674 82	156,598 55	93,231 29
" " "	1914	192,346 90	77,476 08	173,368 13	102,520 46
" " "	1915	104,950 21	73,333 15	193,363 54	97,544 82
Total		*29,548,248 12	1,505,694 58	4,402,418 03	3,520,307 16

*Total expenditure as above	$29,548,248 12
Less expenditure by Imperial Government	222,220 00
Agreeing with Public Accounts, 1915	$29,326,028 12
Original cost of construction, including first enlargement	$ 7,693,824 03
Enlargement, including new Welland Canal	21,854,424 09
Total expenditure as above	$29,548,248 12
Less expenditure chargeable to Welland Ship Canal. See page 31	$ 187,238 15
Net cost of Welland Canal	$29,361,009 97

W. C. LITTLE.
Accountant.

DEPARTMENT OF RAILWAYS AND CANALS,
OTTAWA, September 1, 1915.

SESSIONAL PAPER No. 20

STATEMENT showing the amounts expended on Construction, Renewals, etc.—*Continued.*

WELLAND SHIP CANAL.

	Year Ending.	Capital.
		$ cts.
Government expenditure since Confederation	1914	994,257 60
" " "	1915	4,074,200 69
Total		5,068,458 29

Expenditure as above		$ 5,068,458 29
To which add the preliminary expenditure for surveys, borings, etc., charged to Welland Canal capital as follows:—		
1908–09	$ 19,993 37	
1909–10	9,979 91	
1910–11	21,229 35	
1911–12	23,138 60	
1912–13	112,896 92	
		187,238 15
Total cost of Welland Ship Canal		$ 5,255,696 44

W. C. LITTLE,
Accountant.

DEPARTMENT OF RAILWAYS AND CANALS,
OTTAWA, September 1, 1915.

STATEMENT showing the amounts expended on Construction, Renewals, etc.—*Concluded.*

WILLIAMSBURG CANAL.

	Year ending.	Capital.				Renewals Chargeable to Income.	Staff.	Repairs.
		Farran's Point.	Galops.	Rapide Plat.	Total.			
		$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.
Government expenditure prior to Confederation being amount of original construction					1,320,655 54			
Government expenditure since Confederation	1868						5,745 97	6,442 41
" " "	1869						5,769 81	5,670 88
" " "	1870						5,573 13	6,546 16
" " "	1871						6,382 17	5,308 41
" " "	1872					1,077 00	5,542 94	3,230 07
" " "	1873						6,424 49	7,347 75
" " "	1874						6,857 19	7,395 92
" " "	1875						7,547 62	4,110 29
" " "	1876						7,418 39	11,690 98
" " "	1877						7,338 08	10,053 61
" " "	1878						7,430 11	4,449 78
" " "	1879						7,517 20	3,549 71
" " "	1880						7,590 15	3,999 77
" " "	1881						7,572 35	5,020 73
" " "	1882						7,589 44	7,447 69
" " "	1883				13 19		7,423 48	7,299 39
" " "	1884				2,473 44		7,757 04	7,349 37
" " "	1885		70,764 07	32,473 65	103,237 12		7,696 67	8,198 03
" " "	1886		78,014 92	71,820 79	149,835 71		7,671 54	7,847 05
" " "	1887		32,862 02	82,990 98	115,853 00		7,635 54	7,904 76
" " "	1888		16,628 95	53,499 34	70,128 29	1,613 67	7,646 79	8,190 13
" " "	1889		37,661 15	22,206 11	59,867 26		7,485 28	8,794 61
" " "	1890		126,417 42	12,660 95	139,078 37		8,954 53	8,191 69
" " "	1891	2,853 76	172,779 88	55,036 96	230,670 60		8,678 25	7,987 40
" " "	1892		218,511 17	158,034 15	376,545 32	797 83	9,458 33	8,551 32
" " "	1893		154,524 01	217,669 28	372,193 29	3,675 00	8,676 03	8,347 97
" " "	1894		223,992 81	274,397 42	498,390 23		10,230 09	7,029 95
" " "	1895		118,464 53	228,892 70	347,357 23	13,720 36	9,675 09	7,371 37
" " "	1896	4,980 00	150,741 16	286,396 96	442,121 12	8,607 04	9,588 51	9,036 00
" " "	1897		262,793 78	205,480 55	468,274 33	3,880 76	8,697 54	8,210 71
" " "	1898	231,321 44	734,492 07	116,072 55	1,081,886 06		10,708 66	8,032 84
" " "	1899	346,956 54	987,186 44	57,869 18	1,392,012 16	7,410 00	9,960 64	10,000 00
" " "	1900	100,531 64	752,799 27	14,298 74	867,632 65	4,137 04	11,090 06	10,897 79

" " "	1901	111,158 39	390,112 78	76,501 57	577,772 74	.....	12,342 32	11,755 09
" " "	1902	42,209 89	421,945 81	137,818 22	801,973 92	.....	14,403 28	13,673 26
" " "	1903	10,266 92	320,354 92	18,483 34	349,105 18	.....	15,246 91	20,092 79
" " "	1904	18,700 00	256,536 30	26,774 27	302,010 57	1,978 85	20,570 17	19,430 05
" " "	1905	8,108 99	292,337 29	8,109 98	8,209 63 308,556 26	5,573 69	23,399 45	21,492 46
" " "	1906	.....	140,920 65	.....	140,920 65	20,493 00	17,289 42	16,148 66
" " "	1907	.....	45,782 52	754 91	46,537 43	18,405 65	13,953 58	8,501 57
" " "	1908	.....	100,312 81	.....	100,512 81	16,635 15	19,441 86	18,563 82
" " "	1909	.....	11,987 59	.....	11,987 59	3,744 50	22,638 02	23,454 80
" " "	1910	.....	.....	.....	.....	.....	20,682 88	29,645 76
" " "	1911	.....	.....	.....	.....	2,622 39	21,893 61	21,681 75
" " "	1912	.....	.....	.....	3,200 00	43,965 21	25,753 98	26,875 25
" " "	1913	.....	1,372 82	.....	1,372 82	88,974 46	32,269 54	28,214 13
" " "	1914	.....	913 56	.....	913 56	35,155 43	32,194 46	34,701 99
" " "	1915	.....	.....	.....	.....	15,092 33	34,516 82	30,624 65
Total	.....	877,090 57	6,121,213 70	2,158,242 00	*10,491,09867	297,559 36	586,981 41	566,360 57

*Original construction ..... $ 1,320,655 54
Cost of enlargement 9,170,442 53

Total $10,491,098 07

Included in total cost of St. Lawrence River and Canals, *see* page 25.

W. C. LITTLE,
Accountant.

DEPARTMENT OF RAILWAYS AND CANALS,
OTTAWA, September 1, 1915.

STATEMENT showing the amounts expended on Construction and Enlargement of Canals, to March 31, 1915.

Canal.	Capital.		
	Construction.	Enlargement.	Total.
	$ cts.	$ cts.	$ cts.
Beauharnois	1,636,690 26		1,636,690 26
*Carillon and Grenville	63,053 64	4,119,039 32	4,182,092 96
Chambly	637,056 76	94,639 76	731,696 52
Cornwall	1,945,624 73	5,300,679 48	7,246,304 21
Culbute	382,391 46		382,391 46
Lachine	2,589,532 85	11,387,717 10	13,977,249 95
Lake St. Francis		75,906 71	75,906 71
Lake St. Louis		298,176 11	298,176 11
Murray	1,248,946 71		1,248,946 71
Rideau	4,084,323 37	83,130 84	4,167,454 21
Sault Ste. Marie	4,994,372 51		4,944,372 51
Soulanges	7,870,284 74		7,870,284 74
Ste. Anne's	134,456 51	1,035,759 12	1,170,215 63
St. Lawrence River and Canals	18,442 85	3,451,470 56	3,469,913 41
St. Ours Lock	121,537 65	5,690 91	127,228 56
St. Peter's	648,547 14		648,547 14
Tay	489,599 23		489,599 23
Trent	14,612,735 30		14,612,735 30
Welland	7,693,824 03	21,854,424 09	29,548,248 12
Welland Ship Canal	5,068,458 29		5,068,458 29
Williamsburg. Farran's Point		877,090 57	10,491,098 07
Williamsburg. Galops		6,121,213 70	
Williamsburg. Rapide Plat		2,158,242 00	
Williamsburg. Williamsburg	1,320,655 54	13,896 26	
Total	55,560,533 57	56,877,076 53	112,437,610 10

*Construction by Imperial Government not included. Records relating to same were kept in Ordnance Office, Montreal, and were destroyed by fire in 1852.

W. C. LITTLE,
Accountant.

DEPARTMENT OF RAILWAYS AND CANALS,
OTTAWA, September 1, 1915.

RECAPITULATION.

YEARLY Expenditure on Canals and Revenue received to March 31, 1915.

——	Year ending.	Capital.	Income.	Revenue.		Revenue received.
				Staff.	Repairs.	
		$ cts.	$ cts.	$ cts.	$ cts.	$ cts.
Government expenditure prior to Confederation, including Imperial Government expenditure	.....	20,593,866 13	98,378 46	.....	.....	.....
Government expenditure 1868 to 1879 included	.....	17,004,842 55	515,196 21	1,830,398 92	1,832,998 61	5,079,068 36
Govt. expenditure since	1880	2,123,366 34	.....	195,039 33	147,167 52	341,598 14
" "	1881	2,075,891 65	7,246 69	197,573 62	154,653 63	361,558 17
" "	1882	1,593,174 09	55,025 03	224,572 61	187,399 02	325,231 54
" "	1883	1,763,001 97	62,503 14	269,415 01	178,617 86	361,604 01
" "	1884	1,577,295 42	60,993 99	280,657 29	192,219 38	372,561 69
" "	1885	1,504,621 47	58,298 29	280,226 20	201,708 47	321,289 47
" "	1886	1,333,324 80	31,984 02	282,323 63	198,251 97	328,977 43
" "	1887	1,783,698 16	65,983 06	285,172 62	198,888 84	321,784 88
" "	1888	1,033,118 34	120,561 59	292,458 76	201,928 93	317,902 04
" "	1889	972,918 43	162,015 49	301,040 23	240,261 36	333,188 90
" "	1890	1,026,364 24	146,853 54	290,516 63	176,089 00	354,816 92
" "	1891	1,318,092 15	165,843 87	294,562 12	204,768 45	349,431 90
" "	1892	1,437,149 30	194,129 61	293,115 58	231,089 54	324,475 24
" "	1893	2,069,573 30	196,185 84	291,048 97	204,759 39	357,089 87
" "	1894	3,027,164 19	110,512 07	294,446 34	179,630 13	387,788 97
" "	1895	2,452,273 65	216,057 58	281,477 04	164,033 71	339,890 49
" "	1896	2,258,778 97	85,820 49	292,121 05	209,321 60	339,538 72
" "	1897	2,348,636 91	101,205 74	287,970 36	178,385 47	384,780 53
" "	1898	3,207,249 79	82,400 55	280,872 44	203,478 86	407,652 81
" "	1899	3,899,877 31	82,205 60	280,628 57	202,312 36	369,044 38
" "	1900	2,639,564 93	120,653 93	292,609 24	227,626 97	322,642 86
" "	1901	2,360,569 89	135,500 57	314,095 04	262,876 07	315,425 69
" "	1902	2,114,689 88	213,044 91	317,838 61	263,768 27	300,413 68
" "	1903	1,823,273 61	275,103 58	390,281 82	294,113 92	230,213 15
" "	1904	1,880,787 20	298,678 23	381,016 82	350,278 54	† 79,536 51
" "	1905	2,071,593 72	352,855 43	431,499 60	401,742 79	78,009 21
" "	1906	1,552,121 21	310,716 70	447,962 92	375,889 60	108,067 76
" "	1907	887,838 61	254,423 18	329,629 63	287,231 03	105,003 15
" "	1908	1,708,156 37	483,250 11	473,638 95	411,660 53	144,882 13
" "	1909	1,868,834 45	699,304 73	475,515 04	433,958 10	199,501 26
" "	1910	1,650,706 64	459,835 62	515,585 16	491,793 02	193,384 28
" "	1911	2,349,474 49	385,534 55	511,305 94	471,530 32	221,138 49
" "	1912	2,554,938 91	384,860 73	585,899 54	555,709 95	264,114 48
" "	1913	2,255,448 21	292,960 26	605,248 57	535,135 66	307,567 66
" "	1914	2,824,536 79	351,397 24	642,844 68	574,038 68	380,188 06
" "	1915	5,490,796 03	405,806 32	675,770 67	562,599 27	427,763 14
Total	.....	112,437,610 10	8,043,326 95	14,716,379 55	12,187,916 82	15,757,125 97

*This does not include expenditure which has been charged to Miscellaneous Canals Expenditure but only the amount expended on specified canals.

†Canal tolls abolished this year.

W. C. LITTLE,
Accountant.

DEPARTMENT OF RAILWAYS AND CANALS,
OTTAWA, September 1, 1915.

MISCELLANEOUS CANALS EXPENDITURE.

STATEMENT showing the Expenditure from Confederation to March 31, 1915.

——	Year ending.	Capital.	Income.	Revenue.	Total.
		$ cts.	$ cts.	$ cts.	$ cts.
Government expenditure 1868 to 1879			1,860 00	104,726 70	106,586 70
Govt. expenditure since	1880		2,561 55	323 16	2,884 71
" "	1881		2,338 41	5,535 22	7,873 63
" "	1882			9,826 23	9,826 23
" "	1883		11,781 27	6,978 54	18,759 81
" "	1884		7,486 62	8,305 41	15,792 03
" "	1885		16,725 47	1,210 61	17,936 08
" "	1886		20,323 62	776 30	21,099 92
" "	1887		23,512 00	649 04	24,161 04
" "	1888		34,533 07	5,799 83	40,332 90
" "	1889		10,091 87	5,207 64	15,299 51
" "	1890		16,426 69	49,550 21	65,976 90
" "	1891		16,925 31	56,922 05	73,847 36
" "	1892		6,540 49	65,074 07	71,614 56
" "	1893		8,498 41	63,965 54	72,463 95
" "	1894		2,883 11	60,265 22	63,148 33
" "	1895		4,132 28	60,769 56	64,901 81
" "	1896		10,893 40	70,340 22	81,233 64
" "	1897		2,937 47	62,777 12	65,714 52
" "	1898		1,719 69	56,284 42	58,004 19
" "	1899		1,318 79	66,850 29	68,169 08
" "	1900		11,873 35	58,836 57	70,709 92
" "	1901		12,267 99	61,938 61	74,206 60
" "	1902		3,658 23	65,770 65	69,428 88
" "	1903		2,491 84	63,175 19	65,667 03
" "	1904		3,730 79	66,067 30	69,798 09
" "	1905		1,498 14	64,515 07	66,013 21
" "	1906		9,160 44	62,171 45	71,331 89
" "	1907		9,687 55	66,251 27	75,938 82
" "	1908	14,999 70	24,760 08	105,518 99	145,278 77
" "	1909	5,034 00	28,819 54	106,065 87	139,919 41
" "	1910		29,421 06	111,755 68	141,176 74
" "	1911		54,734 48	103,398 27	158,132 75
" "	1912	5,999 20	57,151 70	110,049 21	173,200 11
" "	1913	3,809 24	39,026 95	121,370 46	164,206 65
" "	1914	5,124 55	37,887 51	147,729 40	190,741 46
" "	1915		38,923 85	140,235 84	179,159 69
Total		34,966 69	568,583 02	2,216,987 21	2,820,536 92

W. C. LITTLE,
Accountant.

DEPARTMENT OF RAILWAYS AND CANALS,
OTTAWA, September 1, 1915.

SESSIONAL PAPER No. 20

STATEMENT of the Canals Revenue received during year ending March 31, 1915.

Collection Divisions.	Wharfage, Storage, Harbour Dues, etc.	Hydraulic and other Rents.	Total.
	$ cts.	$ cts.	$ cts.
Welland Canal		588 00	588 00
Port Colborne	95 60	8,282 13	8,377 73
Port Colborne Elevator	176,674 38		176,674 38
Port Dalhousie	577 36	46,198 37	46,775 73
Totals	177,347 34	55,068 50	232,415 84
Welland Ship Canal		100 00	100 00
St. Lawrence Canals—			
Coteau Landing (Beauharnois Canal)		14,788 65	14,788 65
" " (Soulanges Canal)	62 00	3,592 00	3,654 00
Cornwall	1,728 35	6,050 00	7,778 35
Cardinal—Williamsburg Canal	40 00	2,067 00	2,107 00
Lachine Canal (Montreal)	10,670 37	128,047 00	138,717 37
" " (Lachine)	974 78		974 78
Totals	13,475 50	154,544 65	168,020 15
Chambly Canal		648 50	648 50
Chambly	24 00	105 00	129 00
St. John's	10 00	64 00	74 00
St. Ours Lock	5 00		5 00
Totals	39 00	817 50	856 50
Ottawa River Canals—			
Carillon & Grenville Canal		197 00	197 00
" " Grenville	8 00	18 00	26 00
" " Carillon		929 00	929 00
Ste. Anne's Lock	137 93	176 00	313 93
Chats Falls Canal		1 00	1 00
Totals	145 93	1,321 00	1,466 93
Rideau Canal		1,964 00	1,964 00
Ottawa	240 00	3,327 48	3,567 48
Kingston Mills	45 00	427 00	472 00
Smiths Falls	95 00	170 20	265 20
Totals	380 00	5,888 68	6,268 68
St. Peter's Canal		2 00	2 00
Murray Canal		247 00	247 00
Trent Canal	98 00	17,795 04	17,893 04
Sault Ste. Marie Canal		493 00	493 00
Grand totals	191,485 77	236,277 37	427,763 14
Net amount deposited to the credit of the Receiver General			427,763 14

W. C. LITTLE,
Accountant.

DEPARTMENT OF RAILWAYS AND CANALS,
OTTAWA, September 1, 1915.

STATEMENT of Hydraulic and other rents, showing rent accrued, paid, and balances yet due March 31, 1915.

Balance due April 1, 1914	Hydraulic and other rents accrued 1914-15.	Lock House. rents.	Totals.	Canals.	Abatement for overcharges.	Deposited to the credit of the Receiver General.		Balance due Mar. 31, 1915.	Totals.
						Lock House rents.	Hydraulic rents, etc.		
$ cts.	$ cts.	$ cts.	$ cts.		$ cts.	$ ts.	$ cts.	$ cts.	$ cts.
57,093 19	62,816 30	588 00	120,497 49	Welland	261 09	588 00	54,480 50	65,167 90	120,497 49
.....	100 00	.....	100 00	Welland Ship	.....	.....	100 00	.....	100 00
7,100 17	4,240 00	288 00	11,628 17	Williamsburg	850 00	288 00	1,779 00	8,711 17	11,628 17
3,564 87	7,639 50	.....	11,204 37	Cornwall	0 50	.....	6,050 00	5,153 87	11,204 37
6,511 84	14,858 15	.....	21,369 99	Beauharnois	0 50	.....	14,788 65	6,580 84	21,369 99
25,044 20	134,035 33	204 00	159,283 53	Lachine	586 58	204 00	127,843 00	30,649 95	159,283 53
990 84	119 00	648 50	1,758 34	Chambly	.....	648 50	169 00	940 84	1,758 34
6,636 86	4,116 60	1,964 00	12,717 46	Rideau	432 82	1,964 00	3,924 68	6,395 96	12,717 46
282 70	16,449 29	1,295 00	18,026 99	Trent	40 50	1,295 00	16,500 04	191 45	18,026 99
60 00	493 00	.....	553 00	Sault Ste. Marie	.....	.....	493 00	60 00	553 00
28,469 31	643 00	197 00	29,309 31	Carillon and Grenville	.....	197 00	947 00	28,165 31	29,309 31
.....	3,196 00	396 00	3,592 00	Soulanges	.....	396 00	3,196 00	.....	3,592 00
4 00	56 00	120 00	180 00	Ste. Anne's Lock	.....	120 00	56 00	4 00	180 00
.....	1 00	.....	1 00	Chats Falls	.....	.....	1 00	.....	1 00
.....	2 00	.....	2 00	St. Peters	.....	.....	2 00	.....	2 00
3 00	7 00	240 00	250 00	Murray	.....	240 00	7 00	3 00	250 00
135,760 98	248,772 17	5,940 50	390,473 65	.....Totals.....	2,171 99	5,940 50	230,336 87	152,024 29	390,473 65

W. C. LITTLE,
Accountant.

DEPARTMENT OF RAILWAYS AND CANALS,
OTTAWA, September 1, 1915.

SESSIONAL PAPER No. 20

RECAPITULATION—Statement of Expenditure by Canal to March 31, 1915.

Canals.	Capital.	Income.	Revenue.		Totals.
			Staff.	Repairs.	
	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.
Baie Verte		44,387 53			44,387 53
Beauharnois	1,636,690 26	265,810 84	649,574 89	525,691 23	3,077,767 22
Carillon and Grenville	4,182,992 96	351,431 74	761,974 74	546,080 95	5,841,580 39
Chambly	731,696 52	751,074 47	911,876 47	870,379 76	3,265,027 22
Cornwall	7,246,304 21	587,228 95	1,469,663 96	914,990 69	10,218,187 81
Culbute Lock	382,391 46	60,923 37	11,507 48	7,036 15	461,858 46
Lachine	13,977,249 95	1,420,902 70	2,553,502 80	1,913,305 92	19,864,961 37
Lake St. Francis	75,906 71	25,043 68			100,950 39
Lake St. Louis	298,176 11				298,176 11
Murray	1,248,946 71	101,423 11	128,302 67	93,079 34	1,571,751 83
Rideau	4,167,454 21	596,853 69	1,604,822 45	1,611,358 04	7,980,488 39
Sault Ste. Marie	4,994,372 51	280,098 04	370,706 15	323,164 34	5,968,341 04
Soulanges	7,870,284 74	146,380 62	463,373 54	403,825 82	8,883,864 72
Ste. Anne's Lock	1,170,215 63	84,044 81	108,175 35	133,783 96	1,496,219 75
St. Lawrence Riv. & Canals	3,469,913 41	128,298 11			3,598,211 52
St. Ours Lock	127,228 56	174,028 88	110,119 81	92,695 29	504,072 54
St. Peter's	648,547 14	327,183 55	111,700 66	35,945 66	1,123,377 01
Tay	489,599 23	748 65			490,347 88
Trent	14,612,735 30	894,210 27	471,679 14	629,911 94	16,608,536 65
Welland	29,548,248 12	1,505,694 58	4,402,418 03	3,520,307 16	38,976,667 89
Welland Ship	5,068,458 29				5,068,458 29
Williamsburg	1,334,551 80	297,559 36	586,981 41	566,360 57	11,941,999 41
" Farran's Point	877,090 57				
" Galops	6,121,213 70				
" Rapide Plat	2,158,242 00				
Total	112,437,610 10	8,043,326 95	14,716,379 55	12,187,916 82	147,385,233 42
Expenditure Canals General	34,966 69	568,583 02		2,216,987 21	2,820,536 92
Total expenditure	112,472,576 79	8,611,909 97	14,716,379 55	14,404,904 03	150,205,770 34

W. C. LITTLE,
Accountant.

DEPARTMENT OF RAILWAYS AND CANALS,
OTTAWA, September 1, 1915.

ANNAPOLIS AND DIGBY RAILWAY.

	Year.	Capital.	Income.
		$ cts.	$ cts.
Government expenditure since Confederation	1889	9,847 27	
" " "	1890	381,942 75	
" " "	1891	196,869 36	
" " "	1892	26,129 89	
" " "	1893	2,190 62	
" " "	1894	1,675 36	
" " "	1895	570 55	
" " "	1896		
" " "	1897	41,457 29	
" " "	1898		
" " "	1899		
" " "	1900		
" " "	1901		8,381 82
Total		*660,683 09	8,381 82

*Of this amount Parliament voted, under 52 Vic., chap. 8, the sum of $500,000 as a subsidy to the Western Counties Railway, N.S.

W. C. LITTLE,
Accountant.

DEPARTMENT OF RAILWAYS AND CANALS,
OTTAWA, September 1, 1915.

CANADA EASTERN RAILWAY.

	Year.	Capital.
		$ cts.
Government expenditure since Confederation	1905	800,000 00
" " "	1906	
" " "	1907	
" " "	1908	19,000 00
Total		*$19,000 00

*Included in total cost of Intercolonial Railway system, page 46.

W. C. LITTLE,
Accountant.

DEPARTMENT OF RAILWAYS AND CANALS,
OTTAWA, September 1, 1915.

CANADIAN PACIFIC RAILWAY.

	Year.	Construction, including subsidy of $25,000,000.	Working Expenses.	Revenue received.
		$ cts.	$ cts.	$ cts.
Government expenditure since Confederation	1871	30,148 32		
" " "	1872	489,428 16		
" " "	1873	561,818 44		
" " "	1874	310,224 88		
" " "	1875	1,546,241 67		
" " "	1876	3,346,567 06		
" " "	1877	1,691 149 97		
" " "	1878	2,228,373 13		
" " "	1879	2,240,285 47		
" " "	1880	4,044,522 72	78,892 01	104,975 69
" " "	1881	4,968,503 93	236,944 98	291,498 06
" " "	1882	(1) 4,589,075 79	1,786 20	
" " "	1883	(2) 10,033,800 04	266 09	
" " "	1884	(3) 11,192,722 02	327 02	
" " "	1885	(4) 9,900,281 53		
" " "	1886	(5) 3,672,584 81		
" " "	1887	(6) 915,057 49		
" " "	1888	52,098 65		
" " "	1889	86,716 07		
" " "	1890	40,980 54		
" " "	1891	37,367 00		
" " "	1892	66,211 39		
" " "	1893	413,836 49		
" " "	1894	146,539 87		
" " "	1895	49,209 77		
" " "	1896	65,669 49		
" " "	1897	14,054 50		
" " "	1898	692 17		
" " "	1899	8,418 53		
" " "	1900	236 11		
" " "	1901	8,978 87		
" " "	1902	448 70		
" " "	1903			
" " "	1904	33,076 39		
" " "	1905			
" " "	1906			
" " "	1907			
" " "	1908	600 00		
" " "	1909	937 77		
" " "	1910			
" " "	1911	2,918 35		
" " "	1912			
" " "	1913			
" " "	1914			
Total		*62,789,776 09	318,216 30	396,473 75

*Agrees with Public Accounts Balance Sheet, 1914-1915,.

(1) Including ..... $ 2,210,000 00 on account subsidy.
(2) " ..... 5,323,076 60 "
(3) " ..... 7,254,208 27 "
(4) " ..... 6,862,201 00 "
(5) " ..... 2,890,427 00 "
(6) " ..... 460,087 13 "

†$25,000,000 00

†*See* also statement page 60 and following for the expenditure.

W. C. LITTLE,
Accountant.

DEPARTMENT OF RAILWAYS AND CANALS,
OTTAWA, September 1, 1915.

CAPE BRETON RAILWAY.

——	Year.	Capital.	Working Expenses.
		$ cts.	$ cts.
Government expenditure since Confederation	1887	76,501 89	
" " "	1888	689,450 50	
" " "	1889	1,083,276 60	
" " "	1890	1,170,523 62	
" " "	1891	521,441 62	
" " "	1892	99,936 96	
" " "	1893	59,982 74	
" " "	1894	158,770 61	
" " "	1895	*	
" " "	1896	*	
" " "	1897	405 00	
" " "	1898	389 60	
Total		‡3,860,679 14	†

* Included in Intercolonial Railway capital. † Included in Intercolonial Railway working expenses.
‡ Included in total cost of Intercolonial Railway system, *see* page 46.

W. C. LITTLE,
Accountant.

DEPARTMENT OF RAILWAYS AND CANALS,
OTTAWA, September 1, 1915.

CARLETON BRANCH RAILWAY.

——	Year.	Capital.	Working Expenses.
		$ cts.	$ cts.
Government expenditure since Confederation	1886	85,610 69	
" " "	1887	2,299 62	
" " "	1888	500 17	
" " "	1889		
" " "	1890		
" " "	1891		
" " "	1892		
" " "	1893		
Total		88,410 48	
*Less amount received from city of St. John, N.B.		40,000 00	
Net cost		48,410 48	

*Victoria, chap. 6, transferred the Carleton Branch Railway to the city of St. John, N.B., for the sum of $40,000, which sum was paid in March, 1893, to the Receiver General.

W. C. LITTLE,
Accountant.

DEPARTMENT OF RAILWAYS AND CANALS,
OTTAWA, September 1, 1915.

DRUMMOND COUNTY RAILWAY.

——	Year.	Construction.	Working Expenses.
		$ cts.	$ cts.
Government expenditure since Confederation	1900	1,459,000 00	.....
" " "	1901	.....	.....
" " "	1902	5,000 00	.....
Total	.....	*1,464,000 00	.....

*Included in total cost of Intercolonial Railway system, page 46.

W. C. LITTLE,
Accountant.

DEPARTMENT OF RAILWAYS AND CANALS,
OTTAWA, September 1, 1915.

EASTERN EXTENSION RAILWAY.

——	Year.	Capital.	Working Expenses.	Revenue Received.
		$ cts.	$ cts.	$ cts.
Government expenditure since Confederation	1884	1,284,311 97	10,033 77	30,767 66
" " "	1885	2,055 92	78,273 65	73,050 01
" " "	1886	183 79	94,756 06	66,893 11
" " "	1887	.....	94,254 04	64,107 10
" " "	1888	.....	90,954 73	70,552 20
" " "	1889	34,235 73	90,719 04	72,436 65
" " "	1890	.....	79,102 77	84,658 95
" " "	1891	3,255 40	*	†
Total	.....	‡1,324,042 81	538,094,06	462,465 68

*Included in Intercolonial Railway expenses. †Included in Intercolonial Railway revenue.
‡Included in total cost of Intercolonial Railway system, page 46.

W. C. LITTLE,
Accountant.

DEPARTMENT OF RAILWAYS AND CANALS,
OTTAWA, September 1, 1915.

HUDSON BAY RAILWAY.

	Year.	Capital.
		$ cts.
Government expenditure since Confederation	1909	92,427 83
" " "	1910	53,042 63
" " "	1911	184,149.81
" " "	1912	159,632 00
" " "	1913	1,009,063 15
" " "	1914	4,498,717 25
" " "	1914	4,498,717 25
" " "	1915	4,773,743 99
Total		10,860,776 66

W. C. LITTLE,
Accountant.

Department of Railways and Canals,
Ottawa, September 1, 1915.

INTERCOLONIAL RAILWAY.

—	Year.	Construction.	Income.	Working Expenses including Windsor Branch Ry.	Revenue received, including Windsor Branch Ry.
		$ cts.	$ cts.	$ cts.	$ cts.
Expenditure prior to Confederation		10,766,725 54			
" since 1868 to 1879 included		25,847,852 40		13,382,773 41	3,670,469 65
" " "	1880	2,048,014 60		1,607,956 70	1,520,310 45
" " "	1881	608,732 80		1,780,353 53	1,777,856 76
" " "	1882	585,568 79		2,080,592 37	2,100,315 85
" " "	1883	1,616,632 96		2,383,477 20	2,395,034 99
" " "	1884	1,405,377 52		2,366,719 95	2,376,666 19
" " "	1885	1,195,363 08		2,460,229 87	2,392,605 00
" " "	1886	544,958 17		2,508,473 10	2,406,858 88
" " "	1887	823,070 86		2,854,158 91	2,621,337 41
" " "	1888	742,203 09		3,300,481 94	2,937,337 40
" " "	1889	655,228 13		3,174,785 19	2,923,736 46
" " "	1890	365,246 48		3,500,455 80	2,958,243 38
" " "	1891	79,929 34		3,691,273 65	3,007,630 51
" " "	1892	168,101 77		3,458,891 39	2,978,950 82
" " "	1893	228,984 79		3,062,207 45	3,099,815 20
" " "	1894	166,362 43		2,999,317 07	3,020,485 74
" " "	1895	327,034 51		2,964,940 98	2,979,795 59
" " "	1896	259,105 23		3,029,304 08	2,994,201 93
" " "	1897	145,142 00		2,936,789 71	2,906,631 25
" " "	1898	252,367 20	70,000 00	3,275,830 14	3,154,896 49
" " "	1899	1,081,929 94	210,000 00	3,478,559 30	3,775,558 08
" " "	1900	1,796,348 29		4,444,296 25	4,599,423 14
" " "	1901	3,633,836 57		5,477,295 30	5,019,497 76
" " "	1902	4,621,841 05		5,590,939 57	5,720,990 50
" " "	1903	2,254,266 68		6,214,496 38	6,366,884 53
" " "	1904	1,880,856 60		7,264,263 13	6,392,865 48
" " "	1905	3,937,621 93		8,535,689 91	6,833,561 50
" " "	1906	3,675,170 90		7,599,400 33	7,693,282 40
" " "	1907	1,505,209 26		6,045,597 15	6,293,751 52
" " "	1908	4,363,394 01		9,195,347 64	9,229,989 21
" " "	1909	3,867,232 16		9,364,256 10	8,583 100 79
" " "	1910	1,278,409 45		8,668,620 23	9,328,888 97
" " "	1911	762,869 06		9,613,774 77	9,911,974 83
" " "	1912	1,710,448 56		10,624,889 89	10,666,962 44
" " "	1913	2,391,987 53		12,009,953 31	12,052,729 39
" " "	1914	4,329,694 68		12,893,735 98	12,940,066 52
" " "	1915	6,663,436 65		11,456,356 00	11,468,042 36
Total		†98,677,655 01	280,000 00	204,396,473 68	197,100,749 37

*Continued page 47.

†Including $296,872.90 paid to Nova Scotia Railway and European and North American Railway, New Brunswick, and charged to "Consolidated Fund."

INTERCOLONIAL RAILWAY.—*Continued.*

Total cost of construction as shown on page 46		†$98,677,655 01
Less amounts transferred from Capital to Consolidated Fund as follows:—		
European and North American Railway from 1868 to 1873	$ 88,363 18	
Nova Scotia Railway from 1868 to 1873	208,509 72	
		296,872 90
		$ 98,380,782 11
To which add the following—		
Canada Eastern Railway, page 40		819,000 00
Cape Breton Railway, page 42		3,860,679 14
Drummond County Railway, page 43		1,464,000 00
Eastern Extension Railway, page 43		1,324,042 81
Montreal and European Short Line Railway, page 47		333,942 72
Oxford and New Glasgow, page 49		1,949,063 21
Total capital cost of Intercolonial Railway System		*$108,131,509 99

*Agreeing, less outstanding cheques, with Public Accounts, 1914–1915.

†Includes $220.48, amount of an Exchequer Court award in 1907 against the Oxford and New Glasgow Railway.

W. C. LITTLE,
Accountant.

DEPARTMENT OF RAILWAYS AND CANALS,
OTTAWA, September 1, 1915.

INTERNATIONAL RAILWAY OF NEW BRUNSWICK.

——	Year.	Capital.	Working Expenses.	Revenue Received.
		$ cts.	$ cts.	$ cts.
Government expenditure since Confederation.....	1915	1,300 00	*111,706 35	65,468 92
Total.....	.....	1,300 00	*111,706 35	65,468 92

*Includes $45,000 for Lease of Railway as per Statute.

W. C. LITTLE,
Accountant.

Department of Railways and Canals,
Ottawa, September 1, 1915.

MONTREAL AND EUROPEAN SHORT LINE RAILWAY.

——	Year.	Construction.	Working Expenses.
		$ cts.	$ cts.
Government expenditure since Confederation	1885	49,587 45	.....
" " "	1886	135,214 38	.....
" " "	1887	24,157 32	.....
" " "	1888	397 35	.....
" " "	1889	.....	.....
" " "	1890	.....	.....
" " "	1891	124,568 23	.....
" " "	1892	.....	.....
" " "	1893	.....	.....
" " "	1894	17 99	.....
Total.....	.....	*333,942 72	.....

*Included in total cost of Intercolonial Railway system, page 46.

W. C. LITTLE,
Accountant.

Department of Railways and Canals,
Ottawa, September 1, 1915.

NATIONAL TRANSCONTINENTAL RAILWAY.

——	Year.	Construction.	Working Expenses.	Revenue.
		$ cts.	$ cts.	$ cts.
Government expenditure since Confederation	1904	6,249 40	.....	.....
" " "	1905	778,491 28	.....	.....
" " "	1906	1,841,269 95	.....	.....
" " "	1907	5,537,867 50	.....	.....
" " "	1908	18,910,449 41	.....	.....
" " "	1909	24,892,422 68	.....	.....
" " "	1910	19,968,126 86	.....	.....
" " "	1911	23,488,208 40	.....	.....
" " "	1912	21,110,683 05	.....	.....
" " "	1913	13,766,916 39	.....	.....
" " "	1914	12,670,108 27	94,074 10	44,634 11
" " "	1915	9,831,952 58	239,527 25	153,213 55
Total	.....	*152,802,745 77	333,601 35	197,847 66

*Agrees with Public Accounts Balance Sheet, 1914-1915.

W. C. LITTLE,
Accountant.

DEPARTMENT OF RAILWAYS AND CANALS,
OTTAWA, September 1, 1915.

NEW BRUNSWICK AND PRINCE EDWARD ISLAND RAILWAY.

—	Year.	Capital.	Working Expenses.	Revenue Received.
		$ cts.	$ cts.	$ cts.
Government expenditure since Confederation	1915	24,700 00	43,942 53	25,419 81
Total		24,700 00	43,942 53	25,419 81

W. C. LITTLE,
Accountant.

Department of Railways and Canals,
Ottawa, September 1, 1915.

OXFORD AND NEW GLASGOW RAILWAY.

—	Year.	Capital.	Working Expenses.
		$ cts.	$ cts.
Coverament expenditure since Confederation	1888	280,932 35	
" " "	1889	840,553 57	
" " "	1890	434,073 60	
" " "	1891	220,886 39	
" " "	1892	48,745 23	
" " "	1893	7,922 80	
" " "	1894	112,382 75	
" " "	1895	*	
" " "	1896	*	
" " "	1897	3,565 52	
Total		‡1,949,063 21	†

*Included in Intercolonial Railway capital. †Included in Intercolonial Railway working expenses. ‡Included in total cost of Intercolonial Railway system, page 46. Add $220.48 amount of Exchequer Court Award paid in 1907 and included in Intercolonial Railway.

W. C. LITTLE,
Accountant.

Department of Railways and Canals,
Ottawa, September 1, 1915.

PRINCE EDWARD ISLAND RAILWAY.

—	Year.	Construction.	Working Expenses.	Revenue received.
		$ cts.	$ cts.	$ cts.
Government expenditure prior to Confederation	....	3,114,735 11	.....	.....
" since 1874 to 1879 included	....	335,313 64	943,532 91	534,975 38
" " "	1880	16,539 82	164,640 55	113,851 11
" " "	1881	.....	203,122 88	131,131 43
" " "	1882	402 03	228,259 97	137,267 54
" " "	1883	57,186 02	252,808 41	146,170 42
" " "	1884	130,663 38	236,428 13	144,504 12
" " "	1885	76,956 56	211,207 01	158,588 06
" " "	1886	4,668 33	216,744 34	155,584 36
" " "	1887	5,800 00	204,237 45	155,303 37
" " "	1888	.....	229,639 95	158,363 62
" " "	1889	.....	247,559 44	171,369 56
" " "	1890	.....	266,485 85	160,971 78
" " "	1891	.....	257,990 08	174,258 05
" " "	1892	8,300 49	289,706 38	157,442 69
" " "	1893	.....	226,422 17	162,690 42
" " "	1894	.....	226,891 06	158,533 83
" " "	1895	.....	232,905 19	149,654 78
" " "	1896	.....	225,138 56	146,476 54
" " "	1897	.....	240,489 90	153,443 13
" " "	1898	17,541 88	231,418 74	158,950 61
" " "	1899	22,000 00	218,053 01	165,012 03
" " "	1900	53,546 02	220,931 81	174,738 73
" " "	1901	280,173 93	261,766 24	193,883 48
" " "	1902	475,997 94	270,159 97	197,999 93
" " "	1903	829,414 18	259,637 82	217,714 24
" " "	1904	698,877 47	335,695 44	234,390 03
" " "	1905	591,412 65	370,464 44	217,330 61
" " "	1906	496,124 89	294,253 16	257,270 57
" " "	1997	91,710 52	283,148 50	215,434 97
" " "	1908	390,461 83	399,947 79	304,579 83
" " "	1909	561,206 90	400,330 41	311,319 63
" " "	1910	206,396 97	427,283 73	319,074 74
" " "	1911	94,320 56	424,104 00	337,419 55
" " "	1912	128,041 91	449,962 91	367,203 39
" " "	1913	103,001 03	489,972 34	389,474 07
" " "	1914	129,574 95	571,415 37	409,616 74
" " "	1915	570,530 70	598,226 97	415,495 44
Total	.....	*9,490,899 71	11,610,982 98	8,157,488 78

*Agrees with Public Accounts Balance Sheet, 1914-15.

W. C. LITTLE.
Accountant.

DEPARTMENT OF RAILWAYS AND CANALS,
OTTAWA, September 1, 1915.

SESSIONAL PAPER No. 20

QUEBEC BRIDGE.

	Year.	Capital.	Income.
		$ cts.	$ cts.
Government expenditure since Confederation	1909		422,867 12
" " "	1910		111,788 02
" " "	1911	227,563 40	
" " "	1912	603,293 07	
" " "	1913	1,512,825 96	
" " "	1914	2,604,105 61	
" " "	1915	2,816,305 10	
Total		7,764,093 14	534,655 14
Less amount received from the Phoenix Bridge Co., 1910			100,000 00
Total		*7,764,093 14	434,655 14

*Expenditure as above		$ 7,764,093 14
Add amounts paid by the Finance Department not included above:—		
Amount guaranteed by Act of 1903, Chap. 54	$6,424,781 00	
Amount paid to the Province of Quebec	250,000 00	
Amount paid to city of Quebec	300,000 00	
Amount paid to Emile Tanguay, as per Supreme Court award	485 20	6,975 266 20
		$14,739,359 34
Less amount received from the Phoenix Bridge Co		100,000 00
Agrees with Public Accounts Balance sheet, 1915		$14,639,359 34
To which add the expenditure under Income, 1909 and 1910	$ 534,655 14	
Add also amount paid for subsidies in 1901, 1902 and 1903	374,353 33	909,008 47
Total expenditure to date of March 31, 1915		$15,548,367 81

W. C. LITTLE,
Accountant.

DEPARTMENT OF RAILWAYS AND CANALS,
OTTAWA, September 1, 1915.

ST. JOHN AND QUEBEC RAILWAY.

	Year.	Capital.	Working Expenses.	Revenue Received.
			$ cts.	$ cts.
Government expenditure since Confederation	1915		24,694 75	21,717 24
Total			24,694 75	*21,717 24

*In this sum is included an amount, $2,977.51, which should have been credited to open accounts, leaving the actual revenue $18,739.73. This will be adjusted in the 1915-16 accounts.

W. C. LITTLE,
Accountant.

DEPARTMENT OF RAILWAYS AND CANALS.
OTTAWA, September 1, 1915.

YUKON TERRITORY WORKS.
(Stikine-Teslin Railway.)

	Year.	Construction.
		$ cts.
Government expenditure since Confederation	1902	283,323 55
Total		*283,323 55

*Included in Public Accounts Balance Sheet, 1902-1903, page 6.

W. C. LITTLE,
Accountant.

DEPARTMENT OF RAILWAYS AND CANALS,
OTTAWA, September 1, 1915.

STATEMENT showing amount expended on Capital Account on Railways.

Railways.	—	—
	$ cts.	$ cts
Intercolonial, pages 45-46	98,380,782 11	
Cape Breton, page 42	3,860,679 14	
Oxford and New Glasgow page 49	1,949,063 21	
Eastern Extension, page 43	1,324,042 81	
Drummond County, page 43	1,464,000 00	
Montreal and European Short Line, page 48	333,942 72	
Canada Eastern, page 40	819,000 00	
Total		108,131,509 99
Carleton Branch, page 42		48,410 48
Prince Edward Island, page 50		9,490,899 71
Canadian Pacific, page 41		62,789,776 09
Annapolis and Digby, page 40		660,683 09
Yukon Territory Works (Stikine-Teslin Ry.), page 52		283,323 55
National Transcontinental, page 48		152,802,745 77
Governor General's Cars		71,538 82
Hudson Bay Railway, page 44		10,860,776 66
International Railway of New Brunswick, page 47		1,300 00
New Brunswick and Prince Edward Island Railway, page 49		24,700 00
Total		345,165,664 16
Memo re Recapitulation—Railways.		
Total cost as per statement above		345,165,664 16
Add amounts transferred from Capital to Consolidated Fund, Intercolonial Railway, *see* statement, page 46		296,872 90
Agreeing with total amount paid on Construction, as per statement, page 54		*345,462,537 06

*Amounts paid for Quebec Bridge, page 51, and amount of Miscellaneous Expenditure, page 55, not included in above.

W. C. LITTLE,
Accountant

DEPARTMENT OF RAILWAYS AND CANALS,
OTTAWA, September 1, 1915.

RECAPITULATION—GOVERNMENT RAILWAYS.

——	Year.	Construction.	Working expenses.	Revenue.
		$ cts.	$ cts.	$ cts.
Government expenditure prior to Confederation		13,881,460 65		
" since " "	1868	483,353 65	359,961 08	420,752 58
" " "	1869	282,615 18	387,548 47	455,022 76
" " "	1870	1,729,381 49	445,208 75	471,245 09
" " "	1871	2,946,930 45	442,993 31	565,713 52
" " "	1872	5,620,569 67	595,076 22	622,900 56
" " "	1873	5,763,268 81	1,011,892 60	703,458 26
" " "	1874	3,925,123 69	1,847,925 24	893,430 17
" " "	1875	5,018,427 85	1,581,934 24	886,087 42
" " "	1876	1,497,434 75	1,497,128 22	966,922 42
" " "	1877	3,209,502 16	1,890,268 80	1,285,110 27
" " "	1878	2,643,741 73	2,032,873 05	1,514,846 38
" " "	1879	2,507,053 71	2,233,496 34	1,419,955 60
" " "	1880	6,109,077 14	1,851,489 26	1,739,137 25
" " "	1881	5,577,236 73	2,220,421 39	2,200,486 25
" " "	1882	5,175,046 61	2,310,638 54	2,237,583 39
" " "	1883	11,707,619 02	2,636,551 70	2,541,205 41
" " "	1884	14,013,074 89	2,613,508 87	2,551,937 97
" " "	1885	11,224,244 54	2,749,710 53	2,624,243 07
" " "	1886	4,443,220 17	2,819,973 50	2,628,336 35
" " "	1887	1,846,887 18	3,152,650 40	2,840,747 88
" " "	1888	1,765,582 11	3,621,076 62	3,166,253 22
" " "	1889	2,709,857 37	3,513,063 67	3,167,542 67
" " "	1890	22,392,767 99	3,846,044 42	3,203,874 11
" " "	1891	1,184,317 34	3,949,263 73	3,181,888 56
" " "	1892	417,425 73	3,748,597 77	3,136,393 51
" " "	1893	712,917 44	3,288,629 62	3,262,505 62
" " "	1894	585,749 01	3,226,208 13	3,169,019 57
" " "	1895	376,814 83	3,197,846 17	3,129,450 37
" " "	1896	324,774 72	3,254,442 64	3,140,678 47
" " "	1897	204,624 31	3,195,959 58	3,060,074 38
" " "	1898	270,990 85	3,507 248 88	3,313,847 10
" " "	1899	1,112,348 47	3,696,612 31	3,940,570 11
" " "	1900	3,309,130 42	4,665,228 06	4,774,161 87
" " "	1901	3,922,989 37	5,739,051 54	5,213,381 24
" " "	1902	5,386,611 24	5,861,099 54	5,918,990 43
" " "	1903	3,083,680 86	6,474,134 20	6,584,598 77
" " "	1904	2,619,059 86	7,599,958 57	6,627,255 51
" " "	1905	6,125,481 79	8,906,154 35	7,050,892 11
" " "	1906	6,102,565 74	7,893,653 49	7,950,552 97
" " "	1907	7,174,370 17	7,328,745 65	6,509,186 49
" " "	1908	23,684,005 25	9,595,295 43	9,534 569 04
" " "	1909	29,414,227 34	9,764,586 51	8,894,410 42
" " "	1910	21,505,975 91	9,095,903 96	9,647,963 71
" " "	1911	24,532,466 18	10,037,878 77	10,249,394 38
" " "	1912	23,108,805 52	11,074,852 80	11,034,165 83
" " "	1913	17,375,968 10	12,499,925 65	12,442,203 46
" " "	1914	21,628,095 15	13,559,225 45	13,394,317 37
" " "	1915	21,865,663 92	12,474,453 85	12,149,357 32
Total		*345,502,537 06	218,296,391 87	206,426,631 21

Total amount paid on construction	$345,502,537 06
Less amount received from the city of St. John, N.B., as purchase price of the Carleton Branch Railway	40,000 00
Cost of construction	†$345,462,537 06

* Amount paid for Quebec Bridge and amount of Capital Expenditure, page 55, not included.
† Agreeing with amount expended on Capital Account on Railways, etc., see page 53.

W. C. LITTLE,
Accountant.

DEPARTMENT OF RAILWAYS AND CANALS,
OTTAWA, September 1, 1915.

SESSIONAL PAPER No. 20

MISCELLANEOUS EXPENDITURE ON RAILWAYS.

STATEMENT showing the Expenditure from Confederation to March 31, 1915, yearly.

	Year ending.	Capital.	Income.	Revenue.	Total.
		$ cts.	$ cts.	$ cts.	$ cts.
Gov't expenditure prior to Confederation					
" since " 1868 to	1876				
" " "	1877			43,638 79	43,639 97
" " " 1878 to	1883				
" " "	1884		62,256 58		62,256 58
" " "	1885		11,003 38		11,003 38
" " "	1886		10,383 59		10,383 59
" " "	1887		23,545 34		23,545 34
" " "	1888		22,898 90		22,898 90
" " "	1889		16,552 64		16,552 64
" " "	1890		50,909 74		50,909 74
" " "	1891		16,314 41		16,314 41
" " "	1892		19,062 51		19,062 51
" " "	1893		4,313 73		4,313 73
" " "	1894		4,855 11		4,855 11
" " "	1895		13,221 27		13,221 27
" " "	1896		6,562 20		6,562 20
" " "	1897		6,118 99		5,118 99
" " "	1898		8,327 96	1,400 00	9,727 96
" " "	1899		67,005 86		67,005 86
" " "	1900		33,496 99		33,496 99
" " "	1901		28,658 78		28,658 78
" " "	1902		21,752 58		21,752 58
" " "	1903		15,570 43		15,570 43
" " "	1904		85,353 17		85,353 17
" " "	1905		97,507 00		97,507 00
" " "	1906		99,018 80		99,018 80
" " "	1907		92,115 62		92,115 62
" " "	1908		178,266 39		178,266 39
" " "	1909		181,615 90		181,615 90
" " "	1910		200,329 52		200,329 52
" " "	1911		218,178 85	1,000 00	219,178 85
" " "	1912		257,670 45	3,950 00	261,620 45
" " "	1913		360,812 49	4,500 00	365,312 49
" " "	1914	18,000 00	384,018 59	11,300 00	413,318 59
" " "	1915		376,602 43	23,000 00	399,602 43
Total		18,000 00	2,973,300 20	88,789 97	3,080 090 17

W. C. LITTLE,
Accountant.

DEPARTMENT OF RAILWAYS AND CANALS,
OTTAWA, September 1, 1915.

MISCELLANEOUS EXPENDITURE ON RAILWAYS AND CANALS.

STATEMENT showing Expenditure common to both Railways and Canals from Confederation to March 31, 1915.

	Year ending.	Capital.	Income.	Revenue.	Total.
		$ cts.	$ cts.	$ cts.	$ cts.
Gov't. expenditure prior to Confederation					
" since " 1868 to	1878		232,839 35	69,113 66	301,952 01
" " " 1879 to	1892				
" " "	1893		28,640 93		28,640 93
" " "	1894		15,746 31		15,746 31
" " "	1895		19,304 87		19,304 87
" " "	1896		25,194 21		25,194 21
" " "	1897		25,142 90	597 39	25,740 29
" " "	1898		28,042 10		28,042 10
" " "	1899		22,085 19		22,085 19
" " "	1900		22,802 18		22,802 18
" " "	1901		33,986 68		33,986 68
" " "	1902		34,138 50		34,138 50
" " "	1903		35,398 00		35,398 00
" " "	1904		36,262 32		36,262 32
" " "	1905		38,660 52		38,660 52
" " "	1906		37,484 64		37,484 64
" " "	1907		34,183 75		34,183 75
" " "	1908		45,115 99		45,115 99
" " "	1909		20,912 04		20,912 04
" " "	1910		4,706 79		4,706 79
" " "	1911		2,369 52		2,369 52
" " "	1912		2,922 06		2,922 06
" " "	1913		9,338 17		9,338 17
" " "	1914		5,671 08		5,671 08
" " "	1915		2,324 14		2,324 14
Total			763,272 24	69,711 05	832,983 29

W. C. LITTLE,
Accountant.

DEPARTMENT OF RAILWAYS AND CANALS,
OTTAWA, September 1, 1915.

SESSIONAL PAPER No. 20

STATEMENT showing the TOTAL EXPENDITURE and REVENUE of the Department of Railways and Canals prior to and since Confederation to March 31, 1915.

	$ cts.	$ cts.
TOTAL EXPENDITURE		799,114,181 18
Expenditure on Railways	567,119,019 10	
" Quebec Bridge	8,198 748 28	
" Railway Subsidies	72,757,660 17	
" Canals	150,205,770 34	
" Miscellaneous	832,983 29	
Total expenditure		799,144,181 18
CLASSIFICATION OF EXPENDITURE IN GENERAL—		
Capital Account	465,420,334 09	
Revenue "	247,576,176 47	
Income "	13,360,010 45	
Consolidated Fund—Railway Subsidies, page 69	72,757,660 17	
Total expenditure		799,114,181 18
CLASSIFICATION OF EXPENDITURE IN DETAIL—		
Railways—		
Capital—*See* pages 53 and 55	345,183,664 16	
Income—*See* pages 45, 46 and 55	3,550,173 10	
Revenue—*See* pages 54 and 55	218,385,181 84	567,119,019 10
Quebec Bridge—		
Capital—*See* page 51	7,764,093 14	
Income—*See* page 51	434,655 14	8,198,748 28
Railway Subsidies—*See* pages 58 to 69	72,757,660 17	72,757,660 17
Canals—		
Capital—*See* pages 35, 36 and 39	112,472,576 79	
Income—*See* pages 35, 36 and 39	8,611,909 97	
Revenue—*See* pages 35, 36 and 39	29,121,283 58	150,205,770 34
Miscellaneous Expenditure—		
Income—*See* page 56	763,272 24	
Revenue—See page 56	69,711 15	832,983 29
Total expenditure		799,114,181 18
CLASSIFICATION OF EXPENDITURE INTO CAPITAL AND CONSOLIDATED FUND—		
Railways—		
Capital—Including Quebec Bridge	352,947,757 30	
Consolidated Fund (Income and Revenue) Railway Subsidies, etc	295,127,670 25	648,075,427 55
Canals—		
Capital	112,472,576 79	
Consolidated Fund (Income and Revenue)	37,733,193 55	150,205,770 34
General Expenditure—		
Consolidated Fund (Income and Revenue)	832,983 29	832,983 29
Total expenditure		799,114,181 18
TOTAL REVENUE RECEIVED from July 1, 1867 to March 31, 1915—		
Railways—*See* page 54	206,426,631 21	
Canals—*See* page 35	15,757,125 97	
Total Revenue		222,183,757 18

W. C. LITTLE,
Accountant.

DEPARTMENT OF RAILWAYS AND CANALS,
OTTAWA, September 1, 1915.

SUBSIDY STATEMENTS

I.---Statement showing the Railway Subsidies paid during the year ending March 31, 1915.

II.---Statement of Railway Subsidies paid from July 1, 1873, to March 31, 1915.

STATEMENT showing the Railway Subsidies paid during the year ending March 31, 1915.

	NAME OF RAILWAY.		Amount.
1.	Algoma Eastern Railway Company, Ontario (formerly Manitoulin and North Shore Railway Company)—		
	From Little Current thence crossing Canadian Pacific Railway at or near Stanley to Sudbury		$ 13,022 87
2.	Canadian Northern Pacific Railway Company, B.C.—		
	From a point at Yellow Head Pass to Vancouver and the mouth of the Fraser River		178,077 80
3.	Canadian Northern Alberta Railway Company, Alberta—		
	From the city of Edmonton in the province of Alberta to the boundary of the province of British Columbia at the Yellow Head Pass		262,080 00
4.	Canadian Northern Ontario Railway Company, Ontario—		
	From Ottawa to Port Arthur		2,343,335 80
5.	Algoma Central and Hudson Bay Railway, Ontario—		
	From Sault Ste. Marie to a point on the Canadian Pacific Railway between White River and Dalton Station in District of Algoma	$ 4,036 94	
	From a point fifty miles northerly from the junction of its line of railway with Canadian Pacific Railway northerly with National Transcontinental Railway	134,943 62	
			138,980 56
6.	St. John and Quebec Railway Company, N.B.—		
	From Andover to St. John, N.B.		59,581 32
7.	Alberta Central Railway, Alberta—		
	From Red Deer to Rocky Mountain House		209,768 00
8.	Ha-Ha Bay Railway Company, Quebec—		
	From La Terrière Junction, southerly, to Lake Kenogami		16,158 72
9.	Kettle Valley Railway Company, B.C.—		
	From Merritt to Penticton wharf	$ 138,987 30	
	From a point on the line between Merritt to Penticton wharf, about 25 miles south of Merritt to a point on the Fraser River near Hope Station	148,401 46	
	From a point on the line between Merritt and Penticton Wharf at or near Penticton to Midway	82,108 52	
			369,497 28
10.	Fredericton and Grand Lake Coal and Railway Company—		
	From Gibson on the Intercolonial Railway to a point at or near Minto with a branch line to Marysville		111,579 96
11.	Esquimalt and Nanaimo Railway Company—		
	From a point at or near McBride Junction to or towards the Village of Sandwich	$ 288,000 00	
	From a point on its main line at or near Duncan's to Cowichan Lake	117,120 00	
			405,120 00
12.	Kootenay Central Railway Company—		
	From Golden via Windermere, Fort Steele, to a point on the British Columbia Southern Railway at or near Jackson		1,065,856 00
13.	Atlantic and Lake Superior Railway, from Caplin to Cascapedia		18,449 17
	Total		$5,191,507 48

DEPARTMENT OF RAILWAYS AND CANALS,
OTTAWA, September 1, 1915.

STATEMENT showing subsidies voted for Railways as to which contracts

Subsidies Voted.			Number.	Railways.	July 1, 1883, to March 31, 1908.
Authority.		Amount.			
		$ cts.			$ cts.
46 Vic., chap.	25	156,800 00	1	International Railway, Quebec	156,800 00
53 "	2				
45 "	14	384,000 00			
46 "	25	80,000 00			
48-49 "	59	96,000 00			
49 "	10	186,295 00			
50-1 "	24	28,800 00	2	Quebec and Lake St. John Railway, Quebec	1,233,943 50
51 "	3	96,000 00			
52 "	3	64,000 00			
53 "	2	40,000 00			
54-5 "	8	5,250 00			
57-8 "	4	44,800 00			
46 "	24	89,600 00			
49 "	10	70,000 00			
50-1 "	24	12,800 00	3	Kingston, Napanee and Western Railway, formerly Napanee, Tamworth and Quebec Ry., Ontario	208,732 80
52 "	3	32,000 00			
55-6 "	5	64,000 00			
47 "	8	272,000 00			
51 "	3	41,000 00	4	Pontiac Pacific Junction Railway, Quebec	193,578 00
53 "	2	24,000 00			
46 "	25	115,200 00			
47 "	8	76,800 00	5	Caraquette Railway, N.B	224,000 00
50-1 "	24	32,000 00			
47 "	8	32 000 00			
49 "	10	57,600 00			
52 "	3	22,400 00	6	Canadian Northern Quebec Ry. Co., formerly Great Northern Ry., Quebec	814,658 71
53 "	2	48,000 00			
56 "	2	47,000 00			
57-8 "	4	70,400 00			
7-8 Ed. VII	63	*			
47 "	8	48,000 00	7	Kingston and Pembroke Railway, Ontario	48,000 00
45 "	14				
46 "	26	660,000 00	8	Northern and Pacific Junction Railway, Ontario	1,320,000 00
53 "	2	660,000 00			
47 "	8	128,000 00			
48-9 "	59	19,200 00			
49 "	10	32,000 00	9	Canada Eastern Ry., formerly Northern and Western Ry., N.B., including also Chatham Branch Ry	374,839 84
48-9 "	59	24,439 84			
51 "	3	140,800 00			
57-8 "	4	35,200 00			
62-3 "	7	*			
47 "	8				
51 "	3	60,342 00	10	Quebec Central Railway, Quebec	403,980 69
7-8 "	63				
53 "	2	288,000 00			
48-9 "	59	72,000 00			
53 "	2	40,000 00	11	Montreal and Sorel Railway, Quebec	93,757 57
48-9 "	59	30,000 00			
50-1 "	24	64,000 00	12	Montreal and Champlain Junction Railway, Quebec	103,600 00
51 "	3	9,600 00			
46 "	25	38,400 00	13	Elgin, Petitcodiac and Havelock Railway, N.B	82,652 82
51 "	3	44,252 82			
47 "	8	22,400 00	14	St. Louis and Richibucto Railway, N.B	22,400 00
48-9 "	59	96,000 00			
49 "	10	38,400 00	15	Canada Atlantic Railway ,Ontario	282,355 20
50-1 "	24	180,000 00			
47 "	6	750,000 00	16	Esquimalt and Nanaimo Railway, B.C	750,000 00
47 "	8	96,000 00	17	Erie and Huron Railway, Ontario	96,000 00
46 "	25	320,000 00			
47 "	8	300,000 00	18	Baie des Chaleurs Railway, Quebec	620,000 00
52 "	3				
				Carried forward	7,029,299 13

have been entered into and payments made up to March 31, 1915.

Payments.							Total, March 31, 1915.	Number.
1908–1909.	1909–1910.	1910–1911.	1911–1912.	1912–1913.	1913–1914.	1914–1915.		
$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	
							156,800 00	1
			27,520 00				1,261,463 50	2
							208,732 80	3
							193,578 00	4
							224,000 00	5
55,449 60	164,172 29	144,608 51	86,468 03				1,265,357 14	6
							48,000 00	7
							1,320,000 00	8
							374,839 84	9
		129,320 61		8,576 00			541,877 30	10
							93,757 57	11
							103,600 00	12
							82,652 82	13
							22,400 00	14
							282,355 20	15
				356,440 00		405,120 00	1,520,560 00	16
							96,000 00	17
							620,000 00	18
55,449 60	164,172 29	273,929 12	113,988 03	374,016 00		405,120 00	8,415,974 17	

STATEMENT showing subsidies voted for Railways as to which contracts

Subsidies Voted.		Number.	Railways.	July 1, 1883, to March 31, 1908.
Authority.	Amount.			
	$ cts.			$ cts.
			Brought forward	7,029,299 13
48-9 Vic., c. 59	118,400 00	1	New Brunswick and Prince Edward Island Ry.	113,440 00
50-1 " 24	217,600 00	2	Laurentian Railway, formerly St. Lawrence, Lower Laurentian and Saguenay Railway, Quebec	217,600 00
49 " 10	11,200 00	3	L'Assomption Railway, Quebec	11,200 00
49 " 10	32,000 00			
50-1 " 24	96,000 00	4	Great Eastern Railway, Quebec	40,345 00
56 " 2	64,000 00			
53 " 2	37,500 00			
47 " 8	160,000 00	5	Irondale, Bancroft and Ottawa Railway, Ontario	144,000 00
52 " 3				
49 " 10	96,000 00	6	Buctouche and Moncton Railway, N.B.	101,600 00
50-1 " 24	6,400 00			
47 " 8	51,200 00	7	Albert Southern Railway, N.B.	50,460 00
52 " 3				
50-1 " 24	65,200 00	8	Lake Temiscamingue Colonisation Ry., Quebec	310,335 95
57-8 " 4	274,940 00			
49 " 10	38,400 00	9	Joggins Railway, N.S.	37,500 00
50-1 " 24	4,000 00			
45 " 14	240,000 00			
48-9 " 58	258,000 00	10	Temiscouata Railway, N.B., and Quebec	645,950 00
51 " 3	100,000 00			
53 " 2	51,200 00			
48-9 " 50	44,800 00	11	Leamington and St. Clair Railway, Ontario	51,200 00
50-1 " 24	6,400 00			
59 " 10	16,000 00	12	Toronto, Grey and Bruce Railway, Ontario	14,656 00
50-1 " 24	22,400 00	13	Dominion Lime Co., Quebec	15,360 00
49 " 10	256,000 00	14	West Ontario Pacific Railway and Ontario and Quebec Railway	256,000 00
53 " 2				
50-1 " 24	96,000 00			
52 " 3	14,400 00	15	Drummond County Railway, Quebec	423,936 00
53 " 2	76,800 00			
57-8 " 4	96,000 00			
48-9 " 59	128,000 00	16	Brockville, Westport and Sault Ste. Marie Railway, Ontario	140,800 00
53 " 2				
54-5 " 8	64,000 00			
57-8 " 4				
49 = 10	32,000 00	17	Montreal and Lac Maskinonge Railway, Quebec	41,280 00
53 " 2	10,200 00			
50-1 " 24	54,400 00	18	South Norfolk Railway, Ontario	54,400 00
50-1 " 24	51,200 00	19	Guelph Junction Railway, Ontario	46,000 00
48-9 " 54	22,400 00	20	Belleville and North Hastings Railway, Ontario	21,888 00
49 " 19				
49 " 10	108,800 00	21	Hereford Railway, Quebec	155,200 00
52 " 0	48,000 00			
50-1 " 23	118,400 00			
55-6 " 4	224,000 00	22	Lake Erie and Detroit River Railway, Ontario	475,851 00
62-3 " 5				
50-1 " 27	62,400 00	23	Beauharnois Junction Railway, Quebec	62,400 00
56 " 4				
50-1 " 24	138,400 00	24	St. Catharines and Niagara Central Ry., Ontario	38,400 00
55-6 " 5	108,000 00			
57-8 " 4	108,800 00			
52 " 3	30,000 00	25	Fredericton and St. Mary's Ry. Bridge Co., N.B.	30,000 00
50-1 " 24	9,600 00	26	Harvey Branch Railway Co., N.B.	5,553 57
55-6 " 5	240,000 00	27	Nova Scotia Central Railway Co., N.S.	235,200 00
61 " 1				
50-1 " 24	44,800 00	28	Cumberland Railway and Coal Co., N.S.	39,850 00
52 " 3	19,200 00	29	Pontiac and Renfrew Railway, Ontario	13,600 00
52 " 3	54,400 00	30	Thousand Islands Railway, Ontario	29,840 00
63-4 " 8				
			Carried forward	10,853,144 65

have been entered into and payments made up to March 31, 1915.—*Continued.*

Payments.							Total March 31, 1915.	Number.
1908-09.	1909-10.	1910-11.	1911-12.	1912-13.	1913-14.	1914-15.		
$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	
55,449 60	164,172 29	273,929 12	113,988 03	374,016 00	.....	405,120 00	8,415,974 17	
.....	.....	.....	.....	.....	.....	.....	113,440 00	1
.....	.....	.....	.....	.....	.....	.....	217,600 00	2
.....	.....	.....	.....	.....	.....	.....	11,200 00	3
.....	.....	.....	.....	.....	.....	.....	40,345 00	4
.....	.....	.....	.....	.....	.....	.....	144,000 00	5
.....	.....	.....	.....	.....	.....	.....	101,600 00	5
.....	.....	.....	.....	.....	.....	.....	50,460 00	7
.....	.....	.....	.....	.....	.....	.....	310,335 95	8
.....	.....	.....	.....	.....	.....	.....	37,500 00	9
.....	.....	.....	.....	.....	.....	.....	645,950 00	10
.....	.....	.....	.....	.....	.....	.....	51,200 00	11
.....	.....	.....	.....	.....	.....	.....	14,656 00	12
.....	.....	.....	.....	.....	.....	.....	15,360 00	13
.....	.....	.....	.....	.....	.....	.....	256,000 00	14
.....	.....	.....	.....	.....	.....	.....	423,936 00	15
.....	.....	.....	.....	.....	.....	.....	140,800 00	16
.....	.....	.....	.....	.....	.....	.....	41,280 00	17
.....	.....	.....	.....	.....	.....	.....	54,400 00	18
.....	.....	.....	.....	.....	.....	.....	46,000 00	19
.....	.....	.....	.....	.....	.....	.....	21,888 00	20
.....	.....	.....	.....	.....	.....	.....	155,200 00	21
.....	.....	.....	.....	.....	.....	.....	475,851 00	22
.....	.....	.....	.....	.....	.....	.....	62,400 00	23
.....	.....	.....	.....	.....	.....	.....	38,400 00	24
.....	.....	.....	.....	.....	.....	.....	30,000 00	25
.....	.....	.....	.....	.....	.....	.....	5,553 57	26
.....	.....	.....	.....	.....	.....	.....	235,200 00	27
.....	.....	.....	.....	.....	.....	.....	39,850 00	28
.....	.....	.....	.....	.....	.....	.....	13,600 00	29
.....	.....	.....	.....	.....	.....	.....	29,840 00	30
55,449 60	164,172 29	273,929 12	113,988 03	374,016 00	.....	405,120 00	12,239,819 69	

STATEMENT showing subsidies voted for Railways as to which contracts

Subsidies Voted.		Number.	Railways.	July 1, 1883, to March 31, 1908.
Authority.	Amount.			
	$ cts.			$ cts.
			Brought forward	10,853,144 65
52 Vic., chap. 3	96,000 00	1	Quebec, Montmorency and Charlevoix Ry. Co., Qu.	96,000 00
56 " 3				
52 " 3	375,006 00	2	St. Clair Frontier Tunnel Co., Ontario	375,000 00
50-1 " 24	57,600 00	3	Brantford, Waterloo and Lake Erie, Ry., Ontario	57,600 00
57-8 " 4				
51 " 3	287,200 00	4	Port Arthur, Duluth and Western Ry., Ontario	271,200 00
53 " 2				
50-1 " 24				
53 " 2	192,000 00	5	Montreal and Ottawa Railway, Ontario	192,000 00
54-5 " 8				
57-8 " 4				
50-1 " 24	44,800 00	6	Cornwallis Valley Railway, N.S	44,800 00
52 " 3				
52 " 3	320,000 00			
57-8 " 6	64,000 00	7	Ottawa, Northern and Western Ry., Quebec, formerly Ottawa and Gatineau Valley Railway	414,931 20
60-1 " 4	*			
47 " 8				
51 " 3				
52 " 3	83,612 00			
53 " 2	142,400 00	8	Central Railway, N.B	226,012 54
57-8 " 4	48,000 00			
61 " 1				
62-3 " 1				
53 " 2	361,270 00	9	Montreal and Western Railway, Quebec	361,270 00
52 " 3	128,000 00	10	Parry Sound and Colonization Railway, Ontario	152,800 00
57-8 " 4	64,000 00			
52 " 3	163,200 00	11	Shuswap and Okanagan Railway, B.C	163,200 00
54-5 " 8	89,600 00			
53 " 2	35,200 00	12	Tobique Valley Railway, N.B	134,016 00
55-6 " 5	9,600 00			
53 " 2	112,000 00	13	Columbia and Kootenay, B.C	88,800 00
53 " 2	35,200 00	14	Waterloo Junction Railway, Ontario	32,800 00
53 " 2	99,200 00	15	Orford Mountain Railway Co., Quebec	192,942 50
53 " 2	57,600 00			
55-6 " 5	25,024 00	16	St. Lawrence and Adirondack Railway, Quebec	149,481 60
55-6 " 5	*40,000 00	17	New Glasgow Iron, Coal and Railway Co., N.S.	39,840 00
56 " 2	102,400 00			
57-8 " 4	102,400 00	18	United Counties Railway Co., Quebec	188,816 00
55-6 " 5	*21,600 00	19	Philipsburg Junction Ry. Quarry Company, Quebec	23,712 00
55-6 " 5	*430,400 00	20	Ottawa, Arnprior and Parry Sound Ry., Ontario	779,712 00
56 " 2	67,200 00			
57-8 " 4	38,400 00	21	Montfort Colonization Railway, Quebec	167,440 00
60-1 " 4	66,000 00			
55-6 " 5	48,000 00			96,000 00
57-8 " 4	48,000 00	22	Lotbinière and Megantic Railway, Quebec	
56 " 2	48,000 00	23	Grand Trunk, Georgian Bay and Lake Erie Ry., Ont	39,744 00
55-6 " 5	80,000 00	24	Canadian Pac. Ry. B.C., Revelstoke to Arrow Lake	80,000 00
57-8 " 4	121,600 00	25	Nakusp and Slocan Railway, B.C	117,760 00
55-6 " 5	89,600 00	26	Dominion Coal Company, N.S	87,808 00
56 " 2	22,400 00	27	Oshawa Railway and Navigation Company, Ontario	22,400 00
57-8 " 4	*51,200 00	28	Tilsonburg, Lake Erie and Pacific Ry., Ontario	117,431 48
56 " 2	*11,200 00	29	St. Stephen and Milltown Ry., N.B	14,848 00
57-8 " 4	*38,400 00	30	Gulf Shore Railway Company, N.B	53,699 20
57-8 " 4	9,000 00	31	Cap de la Magdeleine Railway, Quebec	7,424 00
56 " 2	32,000 00	32	Ontario, Belmont and Northern Ry. Company, Ont.	30,720 00
*	*	33	Coast line of N.S., now Halifax and Yarmouth Ry.	160,000 00
*	*	34	Ottawa and New York Railway Company, Ontario	262,384 00
			Carried forward	16,095,737 17

have been entered into and payments made up to March 31, 1915.—*Continued.*

Payments.							Total March 31, 1915.	Number.
1908-09.	1909-10.	1910-11.	1911-12.	1912-13.	1913-14.	1914-15.		
$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	
55,449 60	164,172 29	273,929 12	113,988 03	374,016 00	.....	405,120 00	12,239,819 69	
.....	.....	.....	.....	.....	.....	.....	96,000 00	1
.....	.....	.....	.....	.....	.....	.....	375,000 00	2
.....	.....	.....	.....	.....	.....	.....	57,600 00	3
.....	.....	.....	.....	.....	.....	.....	271,200 00	4
.....	.....	.....	.....	.....	.....	.....	192,000 00	5
.....	.....	.....	.....	.....	.....	.....	44,800 00	6
.....	.....	.....	.....	.....	.....	.....	414,931 20	7
.....	.....	.....	.....	.....	.....	.....	226,012 54	8
.....	.....	.....	.....	.....	.....	.....	361,270 00	09
.....	.....	.....	.....	.....	.....	.....	152,800 00	10
.....	.....	.....	.....	.....	.....	.....	163,200 00	11
.....	.....	.....	.....	.....	.....	.....	134,016 00	12
.....	.....	.....	.....	.....	.....	.....	88,800 00	13
.....	.....	.....	.....	.....	.....	.....	32,800 00	14
.....	.....	.....	.....	9,984 00	.....	.....	202,926 50	15
.....	.....	.....	.....	.....	.....	.....	149,481 60	16
.....	.....	.....	.....	.....	.....	.....	39,840 00	17
.....	.....	.....	.....	.....	.....	.....	188,816 00	18
.....	.....	.....	.....	.....	.....	.....	23,712 00	19
.....	.....	.....	.....	.....	.....	.....	779,712 00	20
.....	.....	.....	.....	.....	.....	.....	167,440 00	21
.....	.....	.....	.....	.....	.....	.....	96,000 00	22
.....	.....	.....	.....	.....	.....	.....	39,744 00	23
.....	.....	.....	.....	.....	.....	.....	80,000 00	22
.....	.....	.....	.....	.....	.....	.....	117,760 40	25
.....	.....	.....	.....	.....	.....	.....	87,808 00	26
.....	.....	.....	.....	.....	.....	.....	22,400 00	27
.....	.....	.....	.....	.....	32,640 00	.....	150,071 48	28
.....	.....	.....	.....	.....	.....	.....	14,848 00	29
.....	.....	.....	.....	.....	.....	.....	53,699 20	30
.....	.....	.....	.....	.....	.....	.....	7,424 00	31
.....	.....	.....	.....	.....	.....	.....	30,720 00	32
.....	.....	.....	.....	.....	.....	.....	160,000 00	33
.....	.....	.....	.....	.....	.....	.....	262,384 00	34
55,449 60	164,172 29	273,929 12	113,988 03	384,000 00	32,640 00	405,120 00	17,525,036 21	

STATEMENT showing subsidies voted for Railways as to which contracts

Subsidies Voted.		Number.	Railways.	July 1, 1883, to March 31, 1908.
Authority.	Amount.			
	$ cts.			$ cts.
			Brought forward	16,095,737 17
60-61 Vic., c. 5	3,630,000 0	1	Canadian Pacific Ry. Co., B.C. (Crow's Nest Pass)	3,404,720 00
60-61 " 4	500,000 00	2	Grand Trunk Ry. Co., Victoria Jubilee Bridge, Que.	500,000 00
3 " 3	0			
*7-8 Ed. VII. 63	*	3	International Ry. of New Brunswick, formerly Retigouche and Western Ry. Co	178,408 07
*	*	4	East Richelieu Railway Co., Quebec	69,952 00
7-8 Ed. VII, 63	*	5	South Shore Ry. (Quebec, Montreal and Southern)	203,240 81
*	*	6	Pembroke Southern Railway, Ontario	64,000 00
*	*	7	Massawippi Valley Railway Co., Quebec	5,376 00
*	*	8	Inverness and Richmond Ry. Co., N.S., now Inverness Ry. and Coal Co	368,545 97
*	*	9	Canadian Northern Ry. Co., Ontario ,Manitoba and N.W.T	1,909,132 00
*	*	10	Canadian Pacific Railway Co. (Pipestone Branch)	236,831 36
6-7 Ed. VII, 40	*	11	Central Ontario Railway Co., Ontario	99,092 40
*	*	12	Midland Railway Co., N.S	367,168 00
62-3 Vic., c. 7	1,000,000 00	13	Quebec Bridge Co., Quebec	374,353 33
63-4 " 8				
*	*	14	St. Mary River Railway Co., N.W.T	148,094 00
60-1 Vic., c. 4	212,500 00	15	Pontiac & Pacific & Ottawa & Gatineau Ry., Co. (Interprovincial Bridge over Ottawa River)	212,500 00
63-4 " 2	*			
1 Ed. VII, c. 7	*	16	Atlantic and Lake Superior Ry., Quebec	144,969 02
1 " 7	*	17	Montreal and Province Line Railway, Quebec	58,560 00
62-3 Vic., c. 7	*	18	York and Carleton Railway, N.B	32,896 00
62-3 " 7				
63-4 " 8	*	19	Algoma Central and Hudson Bay Ry, Ontario	924,976 00
1 Ed. VII, c. 7				
*	*	20	Cape Breton Extension Railway, N.S	182,400 00
*	*	21	Can. Pac. Ry. Co. (Kootenay & Arrowhead Branch)	153,866 00
*	*	22	" (Selkirk Branch)	83,200 00
*	*	23	" (Dyment Branch)	22,336 00
*	*	24	" (Waskada Branch)	64,000 00
9-10 Ed. VII, 51	*	25	Algoma Eastern Ry. Co., formerly Manitoulin and North Shore Ry. Co., Ontario	32,000 00
*	*	26	Bay of Quinte Railway, Ont	141,722 45
*	*	27	Bruce Mines and Algoma Railway, Ont	53,920 00
	*	28	Maganetawan River Railway Co., Ont	3,552 00
	*	29	Canadian Northern Quebec Ry., formerly Chateauguay and Northern Ry., Quebec	391,819 75
*	*	30	Canadian Pacific Ry. Co. (Pheasant Hill Branch)	435,200 00
*	*	31	Halifax and Southwestern Railway Co., N.S	1,238,450 93
*	*	32	Northern Colonization Railway Co., Quebec	133,760 00
*	*	33	New Brunswick Coal and Railway Co., N.B	48,000 00
*	*	34	Schomberg and Aurora Railway Co., Ont	46,144 00
*	*	35	Lindsay, Bobcaygeon & Pontypool Ry. Co., Ont.	185,173 06
*	*	36	Middleton and Victoria Beach Ry. Co., N.S	125,760 00
Ed. VII, c. 57	*	37	Nicola, Kamloops and Similkameen Coal & Ry. Co.	300,800 00
4 " 34	*	38	Canadian Pacific Ry. (Staynerville Branch)	13,024 00
6 " 43	*	39	Klondike Mines Railway	197,184 00
6 " 43	*	40	Kettle Valley Ry. Co., B.C	97,771 52
6 * 43	*	41	Colchester Coal and Ry. Co., N.S	12,800 00
3 " 57	*	42	Minudie Coal Co., N.S	18,544 00
6 " 43	*	43	Atlantic, Quebec and Western Ry. Co., Quebec	64,000 00
9-10 " 51	*			
6 " 43	*	44	Napierville Junction Ry. Co., Quebec	173,440 00
6-7 " 40	*	45	Edmonton, Yukon and Pac. Ry. Co., Alberta	91,200 00
6-7 " 40	*	46	Canadian Northern Ontario Ry. Co	1,316,096 00
7-8 " 63	*			
			Carried forward	$31,024,745 84

† Of this amount, $16,164.43 were in connection with subsidy to Montreal and Sorel Railway.

have been entered into and payments made up to March 31, 1915.—*Continued.*

Payments.							Total, March 31, 1915.	Number.
1908-09.	1909-10.	1910-11.	1911-12.	1912-13.	1913-14.	1914-15.		
$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	
55,449 60	164,172 29	273,929 12	113,988 03	384,000 00	32,640 00	405,120 00	17,525,036 21	
.....	.....	.....	.....	.....	.....	.....	3,404,720 00	1
.....	.....	.....	.....	.....	.....	.....	500,000 00	2
189,849 60	187,494 40	169,536 00	.....	.....	.....	.....	725,288 07	3
.....	.....	.....	.....	.....	.....	.....	69,952 00	4
43,414 55	184,320 00	60,000 00	23,835 70	.....	.....	.....	†514,811 06	5
.....	.....	.....	.....	.....	.....	.....	64,000 00	6
.....	.....	.....	.....	.....	.....	.....	5,376 00	7
.....	.....	.....	.....	.....	.....	.....	368,545 97	8
.....	.....	.....	.....	.....	.....	.....	1,909,132 00	9
.....	.....	.....	.....	.....	.....	.....	160,000 00	10
35,404 64	.....	24,601 32	826 17	.....	969 30	.....	205,862 79	11
.....	.....	.....	.....	.....	.....	.....	399,060 40	12
.....	.....	.....	.....	.....	.....	.....	374,353 33	13
.....	.....	.....	.....	.....	.....	.....	148,094 00	14
.....	.....	.....	.....	.....	.....	.....	212,500 00	15
.....	.....	.....	.....	.....	.....	18,449 17	a163,418 19	16
.....	.....	.....	.....	.....	.....	.....	58,560 00	17
.....	.....	.....	.....	.....	.....	.....	32,896 00	18
.....	.....	.....	133,584 00	394,859 44	456,304 00	138,980 56	2,048,704 00	19
.....	14,400 00	.....	.....	.....	.....	.....	196,800 00	20
.....	.....	.....	.....	.....	.....	.....	153,866 00	21
.....	.....	.....	.....	.....	.....	.....	83,200 00	22
.....	.....	.....	.....	.....	.....	.....	22,336 00	23
.....	.....	.....	.....	.....	.....	.....	64,000 00	24
.....	.....	68,638 72	.....	254,089 40	179,897 01	13,022 87	547,648 00	25
.....	.....	.....	.....	.....	.....	.....	141,722 45	26
.....	.....	.....	.....	.....	.....	.....	53,920 00	27
.....	.....	.....	.....	.....	.....	.....	3,552 00	28
.....	.....	.....	.....	.....	.....	.....	391,819 75	29
.....	.....	.....	.....	.....	.....	.....	435,200 00	30
.....	.....	.....	.....	.....	.....	.....	1,238,450 93	31
68,320 00	153,120 00	.....	.....	.....	.....	.....	355,200 00	32
.....	.....	.....	.....	.....	.....	.....	48,000 00	33
.....	.....	.....	.....	.....	.....	.....	46,144 00	34
.....	.....	.....	.....	.....	.....	.....	185,173 06	35
.....	.....	.....	.....	.....	.....	.....	125,760 00	36
.....	.....	.....	.....	.....	.....	.....	300,800 00	37
.....	.....	.....	.....	.....	.....	.....	13,024 00	38
.....	.....	.....	.....	.....	.....	.....	197,184 00	39
.....	.....	.....	148,800 00	107,138 40	699,389 60	369,497 28	1,422,596 80	40
.....	.....	.....	.....	.....	.....	.....	12,800 00	41
.....	.....	.....	.....	.....	.....	.....	18,544 00	42
92,672 00	208,896 00	31,334 40	91,279 60	414,618 00	.....	.....	902,800 00	43
.....	.....	.....	.....	.....	.....	.....	173,440 00	44
.....	.....	.....	.....	.....	.....	.....	91,200 00	45
556,864 00	250,982 40	116,889 60	.....	.....	8,948,809 47	2,343,335 80	13,532,977 27	46
1,041,974 39	1,163,385 09	744,929 16	512,313 50	1,554,705 24	10,318,009 38	3,288,405 68	49,648,468 28	

(*a*) Amount actually paid after deductions amounting to $1,521.82 made in 1905-06 (being for refunds, etc.), being the total of $146,490.84, previously reported, for which cheques had issued.

STATEMENT showing subsidies voted for Railways as to which contracts

Subsidies Voted.		Number.	Railways.	July 1, 1883 to June 30, 1908.
Authority.	Amount.			
	$ cts.			$ cts.
			Brought forward	31,024,745 84
7-8 Ed. VII., c. 63	*	1	Maritime Coal and Railway Co.	
7-8 " 63	*	2	St. Marys and Western Ontario Ry. Co.	
7-8 " 63	*	3	North Shore Ry. Co., formerly Beersville Coal and Ry. Co.	20,736 00
7-8 " 63	*	4	St. Maurice Valley Ry. Co.—Three Rivers to Grand'Mère	
7-8 " 63	*	5	Grand Trunk Pacific Ry. Co.	
6 " 43	*	6	Can. Pacific Ry. Co., Teulon to Icelandic River	
7-8 " 63	*	7	Canadian Pacific Ry. Co., Moosejaw northwesterly	
7-8 " 63	*	8	Canadian and Gulf Terminal Ry. Co.	
6-7 " 40	*	9	Liverpool and Milltown Ry. 5 miles	
7-8 " 63	*	10	Thessalon and Northern Ry. Co.	
7-8 " 34	*	11	Vancouver and Lulu Island Ry. Co.	
7-8 " 51	*	12	Quebec and Saguenay Ry. Co.	
7-8 " 63	*	13	Canadian Pacific Ry., Winnipeg to Gimli	
9-10 " 51	*	14	Ha Ha Bay Railway Co., Que.	
2 Geo. V. 47 3-4 " 46	*	†15	Northern New Brunswick and Seaboard Ry. Co., N.B.	
2 " 9	*	16	Can. Northern Pacific Ry. Co., B.C.	
2 " 48	*	17	Fredericton and Grand Lake Ry. Co., N.B.	
2 " 48	*	18	Southampton Railway Co., N.B.	
2 " 48	*	19	St. John and Quebec Railway Co., N.B.	
2 " 7 3-4 " 10	*	20	Canadian Northern Alberta Ry. Co., Alta.	
2 " 48	*	21	Central Ry. of Canada, Que.	
3-4 " 53	*	22	Temiskaming and Northern Ont. Ry. Co.	
2 " 48	*	23	Lake Erie and Northern Ry. Co., Ont.	
2 " 48	*	24	Can. Pac. Ry., Bridge at Outlook	
2 " 48	*	25	Can. Pac. Ry., Bridge at Edmonton	
3-4 " 46	*	26	Alberta Central Railway, Alta.	
2 " 48	*	27	Kootenay Central Ry. Co., B.C.	
			Total	31,045,481 84
37 Vic., ch. 14	186,500 annually for 20 years	28	Atlantic and Northwestern Railway	3,545,400 00
46 " 2 47 " 8	1,525,250 00	29	Central Canada Railway	1,525,250 00
48-9 " 58	1,500,000 00	30	Canadian Pacific extension	1,500,000 00
			Total	37,616,131 84

*Acts of Parliament, 60-61 Victoria, Cap. 4; 62-63 Victoria, Cap. 7; 63-64 Victoria, Cap. 8; 1 Edward VII., Cap. 7; and others subsequent to date, authorise $3,200 per mile subsidy if the cost does not average more than $15,000 per mile, if over that amount, a further sum of fifty per cent on so much of the average cost of the mileage subsidized as in excess of $15,000 per mile, such subsidy not exceeding in the whole the sum of $6,400 per mile.

have been entered into and payments made up to March 31, 1915—*Concluded.*

Payments.							Total March 31, 1915.	Number.
1908-09.	1909-10.	1910-11.	1911-12.	1912-13.	1913-14	1914-15.		
$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	
1,041,974 39	1,163,385 09	744,929 16	512,313 50	1,554,705 24	10,318,009 38	3,288,405 68	49,648,468 28	
3,200 00							3,200 00	1
67,344 00			365 00				67,709 00	2
6,880 00							27,616 00	3
112,640 00		60,480 00					173,120 00	4
367,249 00	550,551 96	302,679 04					1,220,480 00	5
	30,800 00			81,200 00			112,000 00	6
	303,360 00		78,432 00		103,682 27		485,474 27	7
		144,803 84	65,249 75				210,053 59	8
		32,000 00					32,000 00	9
			6,112 00				6,112 00	10
			61,760 00				61,760 00	11
			104,992 00	27,641 60	116,167 68		248,801 28	12
			30,176 00	4,346 43			34,522 43	13
				148,148 20	66,919 28	16,158 72	231,226 20	14
				86,528 00	21,632 00		108,160 00	15
				2,705,378 00	2,520,281 00	178,077 80	5,403,736 80	16
				104,996 04		111,579 96	216,576 00	17
				48,442 88	32,837 12		81,280 00	18
				174,120 96	364,617 42	59,581 32	598,319 70	19
					2,832,024 00	262,080 00	3,094,104 00	20
					30,145 02		30,145 02	21
					2,134,080 00		2,134,080 00	22
					135,129 60		135,129 60	23
					115,000 00		115,000 00	24
					126,000 00		126,000 00	25
					119,712 00	209,768 00	329,480 00	26
						1,065,856 00	1,065,856 00	27
1,599,287 39	2,048,097 05	1,284,892 04	859,400 25	4,935,507 35	19,036,236 77	5,191,507 48	66,000,410 17	
186,600 00							3,732,000 00	28
							1,525,250 00	29
							1,500,000 00	30
1,785,887 39	2,048,097 05	1,284,892 04	859,400 25	4,935,507 35	19,036,236 77	5,191,507 48	72,757,660 17†	

†This amount does not include the subsidy of $25,000,000 to the Canadian Pacific Railway, nor the amount $660,683.08 expended on the Annapolis and Digby Railway, both of which are included in Capital Account, nor the annual payment of $219,700 to the Provincial Government of Quebec, being interest at the rate of 5 per cent on the sum of $2,394,000 up to 1905, granted by 47 Vic., cap. 8 (1884) and the annual payment of $107,730, being interest at the rate of 4½ per cent since and including 1905 on the said sum of $2,394,000 for the line between Ottawa and Quebec which sum was transferred to the Public Debt as a liability and is dealt with by the Finance Department. *See* Public Accounts, 1898-1915 and page 79, 1898.

PART II.

STATEMENTS

OF THE

DEPARTMENTAL SOLICITOR

FOR THE YEAR 1914-1915.

I. Money Subsidy Agreements for the year ended March 31, 1915.

II. Documents, placed on record in the Office of the Departmental Solicitor during the fiscal year ended March 31, 1914, affecting the Canals of the Dominion and the Hudson Bay Railway, viz.:—

(1) Contracts entered into during the year.

(2) Leases of Water-power and Properties granted.

(3) Leases to the Crown.

(4) Property conveyed to the Crown and lands conveyed by the Crown.

(5) Damages released.

SUBSIDY AGREEMENTS for the construction of Railways and Bridges

Number of Contract.	Date of Signature.	Company.	Line of Railway. or Work Subidized.	Authority for Execution.	
				Act of Parliament.	Order in Council.
	1914.				1914.
20732	May 12..	St. Francis Valley Railway Co.	From Melbourne to Drummondville.	Can. 1912, c. 48	April 4 ...
	1914.				1914.
*20825	June 17..	Quebec Central Ry. Co.	Extension of line of railway from point (31·34 mile from St. George) in parish of St. Sabine, county of Bellechasse, to point in township of Dionne, county of L'Islet.	Can. 1912, c. 48	April 17....
	1914.				1914.
21178	Dec. 26..	Kettle Valley Ry. Co.	Construction of a bridge over the Fraser river at or near Hope.	Can. 1910, c 115 Can. 1912, c. 110	Nov. 6....

*Varied by Supplemental Agreement.

entered into during the Fiscal Year ended March 31, 1915.

Amount of Subsidy.		Number of miles Subsidized.	Maximum Grade Feet per Mile.	Radius of Curvature not less than.	Width of Clearing each side.	Width of Cutting.	Embankment.	Steel Rails, lbs., per lineal yard.	Date for Completion.
Per Mile.	Not exceeding.								
$	$		Feet.	Feet.	Feet.	Feet.	Feet.	Lb.	
3,200	6,400	28	79·00	717	50	20	15	56	July 31, 1914.
3,200	6,400	50	52·80	955	50	20	15	56	July 31, 1914.
.....	Not exceeding $250,000	.....	.....	.....	.....	.....	.....	.....	Aug. 1, 1916.

E. E. FAIRWEATHER,
Departmental Solicitor.

CONTRACTS entered into during the Fiscal Year ended March 31, 1915.

CHAMBLY CANAL.

Number of Contract.	Date of Signature.	Contractors.	Description.
21018	1914. Sept. 24—	Marcel Bessette.....	Delivery of crushed stone for macadamizing portion of road along west side of canal in parish of St. Joseph de Chambly, Que.

CORNWALL CANAL.

20682	1914. April 14..	Canada Cement Co., Ltd.....	Delivery of 4,500 barrels of Portland cement at Cornwall.

GALOPS CANAL.

20897	1914. June 30..	The Edwardsburg Starch Co., Ltd.	The surrender of the James Jessup lease; the cancellation of a lease of August 25, 1894; the issuing of a new lease of 280 h.-p. of water and land; the abatement of $25,000 in rental; the payment by His Majesty of actual cost of repairs to company's elevator, and the release by the company of all its claims against His Majesty.

LACHINE CANAL.

20682	1914. April 14	Canada Cement Company, Ltd.	Delivery of 49,200 barrels of Portland cement for Quebec canals.
20721	May 1	Westmount Plumbing & Heating Co., Ltd.	Supply and installation of fifty sliding doors for new shed at St. Gabriel Basin No. 1.
20788	May 22..	The Phoenix Bridge & Iron Works, Ltd.	Supply and place 1,500 feet of angle iron to support the roller track for the sliding doors of the St. Gabriel Shed No. 1.
20800	May 29..	The Eastern Sheet Metal Works.	Supply and erection of a galvanized steel siding to cover the new Shed No. 1, Ottawa street, Montreal.

RAPIDE PLAT CANAL.

20682	1914. April 14..	Canada Cement Co., Ltd.....	Delivery of 600 barrels of Portland cement at Morrisburg.

RIDEAU CANAL.

20672	1914. April 3..	George P. Murphy.....	Delivery of British Columbia or "Douglas" fir dimension timber.
20682	April 14..	Canada Cement Co., Ltd.....	Delivery of 2,000 barrels of Portland cement.

CONTRACTS entered into during the Fiscal Year ended March 31, 1915—*Continued.*

SOULANGES CANAL.

Number of Contract.	Date of Signature.	Contractors.	Description.
	1914.		
20828	June 17..	General Improvement & Contracting Co., Ltd.	Dredging in connection with protection works at upper entrance of canal.

SAULT STE. MARIE CANAL.

	1914.		
20682	April 14..	Canada Cement Co. Ltd.....	Delivery of 2,800 barrels of Portland cement.

ST. OURS LOCK.

	1914.		
20865	July 10..	The Sorel Electric Company (La Cie Electrique de Sorel).	Supply of electric lighting and of electric current for the needs of the lock.

TRENT CANAL.

	1914.		
20682	April 14..	Canada Cement Co., Ltd.....	Delivery of 35,000 barrels of Portland cement.
20696	April 23..	The Inland Construction Co...	Construction of section No. 2, Severn division.
20893	Aug. 4..	The Randolph MacDonald Co., Ltd.	Construction of section No. 3, Severn division.
21035	Sept. 25..	The Trent Valley Woollen Manufacturing Co. Ltd.	For the supply, in perpetuity, to the Woollen Company of electrical energy not exceeding 350 h.-p.
20816	June 10..	Thomas Lannan.....	For the towing from Welland to Trenton, of steel pontoon lock gate lifter constructed by M. Beatty and Sons, Ltd., under contract 20292.

WELLAND SHIP CANAL.

	1914.		
20682	April 14	Canada Cement Co., Ltd.....	Delivery of 84,000 barrels of Portland cement.
20724	May 6..	Maguire & Cameron.....	Cnostruction of section No. 4A.
(a)20875	July 21..	The Dominion Dredging Co. Ltd.; Baldry, Yerburgh & Hutchinson Ltd., and O'Brien & Doheny & Quinlan and Robertson.	For the privilege of using, in connection with sections Nos. 1, 2, and 3, Welland Ship Canal Construction railway.
20903	Aug. 7..	Saxby & Farmer, Limited.....	Supply and installation, complete, of mechanical interlocking plants required for the construction railway.
20914	Aug. 24..	The Gurney Scale Company.....	Supply and installation of one railway track scale at Merritton, Ont.
20930	Aug. 31..	Charles E. Fleming.....	Delivery of 7,000 railway cross ties.
20932	Aug. 31..	Algoma Steel Corporation, Ltd.	Supply and delivery of 140 tons of 60-pound steel rails.
20982	Sept. 5..	The Steel Co. of Canada, Ltd..	Supply and delivery of ten kegs track bolts and seventy-five kegs of track spikes.

(*a*) Modified as to use of extra siding accommodation at Merritton.

CONTRACTS entered into during the Fiscal Year ended March 31, 1915—*Continued.*

WELLAND SHIP CANAL—*Continued.*

Number of Contract.	Date of Signature.	Contractors.	Description.
	1914.		
21033	Oct. 2..	Canadian Allis-Chalmers, Ltd.	Construction and erection of two steel segment valves in the supply weir on section 4A of canal.
	1915.		
21222	Feb. 12..	The Hamilton Bridge Works Co. Ltd.	Erection of single track railway swing bridge to carry Niagara, St. Catharines and Toronto railway over canal at site of guard gates south of Thorold, Ont.

WELLAND CANAL.

	1914.		
20682	April 14..	Canada Cement Co., Ltd.....	Delivery of 4,025 barrels of Portland cement.
20799	May 29..	The Hamilton Bridge Works Co. Ltd.	Erection of steel superstructure of double track railway bridge to carry diverted main line of Grand Trunk Railway over site of twin locks No. 4, Welland Ship canal, east of Merriton.
20846	June 29..	Henry Wise.....	Delivery of timber, lumber and shingles.
20850	June 29..	J. H. Kratz & Co.....	Delivery of timber for year ending March 31, 1915.
20851	July 2..	The Atlantic Lumber Co.....	Delivery of timber, lumber and piles.
20870	July 21..	Canadian Western Lumber Co., Ltd.	Delivery of timber.
20874	July 23..	The Hamilton Bridge Works Co., Ltd.	Erection of railway bridge to carry Niagara, St. Catharines & Toronto Railway, over relocated line of Welland Division of Grand Trunk Railway, south of Thorold, Ont.
20894	Aug. 4..	Bradley & Walker.....	Placing stone protection along certain portions of the summit level of canal between Thorold and Port Colborne, Ont.
20931	Aug. 26..	Gutta Percha and Rubber, Ltd.	Supply and delivery of rubber grain conveyor belting for extension of Port Colborne elevator.

QUEBEC BRIDGE.

	1914.		
(*b*)20847	July 2	R. W. Mayer.....	To completely clear away and remove all wreckage and debris of the old Quebec Bridge superstructure which lies or extends above elevation 810.
	1915.		
21179	Jan. 7..	The James Shearer Co. Ltd.....	Delivery of 770 bridge ties.

(*b*) Assigned to Dominion Iron and Wrecking Co., Ltd.

SESSIONAL PAPER No. 20

CONTRACTS entered into during the Fiscal Year ended March 31, 1915—*Continued.*

HUDSON BAY RAILWAY.

Number of Contract.	Date of Signature.	Contractors.	Description.
	1914.		
20734	May 12..	Rhodes, Curry Co., Ltd.....	Delivery of lumber and timber for terminals at Port Nelson, Man.
20747	May 12..	Pringle & Cameron.....	Delivery of two gasoline launches.
20754	May 18..	MacAlpine & Sherman.....	Delivery of two power dories.
20787	May 20..	Brooklyn Lumber Co. Ltd.....	Delivery of lumber and timber for terminals at Port Nelson.
20814	June 1..	Mason, Gordon & Co	Delivery of 218,794 ft. b.m. of select quality British Columbia fir.
20815	June 10..	Mason, Gordon & Co.....	Delivery of derrick timber.
20871	June 21..	F. H. Hopkins & Company....	Delivery of four steam traction well drills, two locomotive cranes, and two steam shovels.
20885	Aug. 1..	Montreal Locomotive Works, Ltd.	Delivery of three 9" x 14" cylinder, 36" gauge saddle tank locomotives.
20888	Aug. 1..	Nova Scotia Steel & Coal Co., Ltd.	Delivery of 200 gross tons of A.S.C.E. standard steel rails, etc.
20891	Aug. 1..	Mussens Limited.....	Delivery of a "Smith" concrete mixer.
20899	Aug. 4..	Mussens Limited.....	Delivery of one Vulcan dinkey locomotive and thirty dump cars.
20909	Aug. 10..	Algoma Steel Corporation, Ltd.	Delivery of 5,000 gross tons of steel rails.
20910	Aug. 17..	The Steel Company of Canada, Ltd.	Delivery of 280 gross tons of splice bars and 168 net tons of spikes.
20915	Aug. 24..	Nova Scotia Steel & Coal Co., Ltd.	Delivery of 36 net tons of track bolts and nuts.
20981	Sept. 5..	E. Leonard and Sons, Limited..	Supply and delivery of three locomotive boilers.
21017	Sept. 24..	Dominion Iron and Steel Co., Ltd.	Supply and delivery of 100 gross tons 60-pound steel rails.

HUDSON BAY RAILWAY.

	1915.		
21260	Mar. 11	J. D. McArthur....	For the release of the balance of the security deposits held under contracts Nos. 19230, 19638, and 19799, and the substitution in lieu thereof, of the drawback, etc., held under the said contracts; all of such drawback, etc., to apply to any and all of the said contracts.
21288	Mar. 24..	Canadian Bridge Co., Ltd	Erection of a cantilever bridge over Manitou rapids, on the Nelson river.

E. E. FAIRWEATHER,
Departmental Solicitor.

PROPERTY leased by the Department of Railways and

CORNWALL

No. of Lease.	Date of Signature.	Lessee.	Lands or rights demised.
	1914.		
20755	May 18	Isabella & Adeline Blackadder.	Land on side of canal benween locks 19 and 20.
20789	" 20	The Cedar Rapids Manufacturing & Power Co	Land on south side of canal between locks 19 and 20; and priv. to erect a transmission line across canal
	1915		
21247	Feb. 23	W. H. Gallinger.....	Land between villages of Moulinette and Mille Roches, tp. of Cornwall, county Stormont.

GALOPS

	1914.		
20852	June 29	George A Binion.....	Land, part of E ½ lot No. 30 in the 1st concession, tp. of Matilda, county of Dundas, Ontario.
20898	" 30	The Edwardsburg Starch Co. Ltd.	Parcels of land and 280 h.p. of water at or above lock 26.
21195	April 28	George A Binion.....	Land on north side of King's highway on the W ½ lot 30, con. 1, tp. of Matilda, county of Dundas, Ontario.

LACHINE

	1914.		
20683	April 14	W. R. Stafford	Land on south bank of canal between St Gabriel bridge and Brewster's bridge, Montreal, Que.
20689	April 15	Montreal Public Service Corporation.	Privilege to lay and maintain two electric cables across canal opposite terminal station of Canadian Light & Power Company, west of Cote St Paul bridge.
20693	April 14	The Dominion Gresham Guarantee & Casualty Co.	Privilege to lay and maintain a 1" electric cable across canal from a Bell Telephone Co's pole to pump house of the N. K. Fairbank Co at Ville La Salle, Que.
20818	June 10	The Montreal Light, Heat and Power Co.	Privilege to lay and maintain two submarine electric cables under canal, and to erect and maintain seven electric poles
20872	July 21	City of Montreal	Privilege to lay and maintain an underground water supply pipe eight feet in diameter from pump house of lessee to canal, and draw water.
20886	Aug. 1	Canadian Rolling Mills Co., Ltd.	Land on south bank of canal, opposite E. part of lot No. 3607 of cad. of parish of Montreal.
20900	Aug. 5	City of Montreal	Privilege to lay and maintain a 12" drain pipe on portion of St Patrick street, lying inside of boundaries of canal land
20933	Aug. 31	The Montreal, Light, Heat and Power Company.	Privilege to erect and maintain two electric pole transmission lines on canal land, and towers for crossing canal
20934	Aug. 31	J. B. Bonhomme	Land on south side of canal, St Gabriel ward, Montreal.
21145	Dec. 4	The Montreal Public Service Corporation.	Privilege to erect and maintain an electric power transmission line on north bank of canal from lessee's terminal station to Brewster's bridge.

SESSIONAL PAPER No. 20

Canals during the Fiscal Year ended March 31, 1915.

CANAL.

Area.	Term.	Commencement of term.	Terms of Payment.		
			Annual Rental.	Due each year.	First instalment due.
			$ cts.		
61 acres	During pleasure	May 1, 1914	1 00	May 1	May 1, 1914
1·64 acres	"	" 1, 1914	5 00	May 1	May 1, 1914
3·24 acres	"	Jan. 1, 1915	5 00	Jan. 1	Jan. 1, 1915

CANAL.

0·018 acres	During pleasure	May 1, 1914	1 00	May 1	May 1, 1914
	10 years, renewable forever	June 30, 1914	50 00 for land 4 00 per h.p. for 200 h.p. no charge for 80 h.p.	June 30	June 30, 1914
½₀acres	21 years renewable	Apr. 28, 1914	1 00	Feb. 1	Feb. 1, 1915

CANAL.

4,500 sq. ft.	During pleasure	Apr. 1, 1914	180 00	Apr. 1	Apr. 1, 1914
	"	" 1, 1914	10 00	" 1	" 1, 1914
	"	" 1, 1914	10 00	" 1	" 1, 1914
	"	May 1, 1914	12 00	May 1	May 1, 1914
	"	Mar. 1, 1914	1 00	Mar. 1	Mar. ', 1914
4,000 sq. ft.	"	Apr. 1, 1914	160 00	Apr. 1	Apr. 1, 1914
	"	July 1, 1914	1 00	July 1	July 1, 1914
	"	" 1, 1914	250 00	" 1	" 1, 1914
6,000 sq. ft.	"	Aug. 13, 1914	240 00	Aug. 13	Aug. 13, 1914
	21 years	Oct. 1, 1911	150 00	Oct. 1	Oct. 1, 1911

PROPERTY leased by the Department of Railways and Canals

LACHINE

No. of Lease.	Date of Signature.	Lessee.	Lands or rights demised.
	1915		
21248	Feb. 23	The Canada Sugar Refining Co., Ltd.	Land on south side of canal below St. Gabriel locks, Montreal, Que.
[3]21267	Mar. 6	Montreal TramwaysCo.	Privilege to maintain a 30" pipe from St. Gabriel basin No. 1 to lessee's works on William street, St. Ann's ward, Montreal, and draw water.
21270	Mar. 15	City of Montreal	Privilege to lay and maintain two 42" syphon sewer pipes under canal and adjacent lands at Atwater avenue, Montreal.
21292	Mar. 30	The Sincennes McNaughton Line, Limited.	Land on north wharf at basin No. 2, St. Anne's ward, Montreal.

RIDEAU

	1914		
20703	April 23	Dr. William H. Nichols	Parcel of land covered by water, 50 feet by 22 feet on north side of basin at Brewers Upper Mills lock station, part of lot No 25 in tp. of Pittsburg, county of Frontenac, Ontario.
20911	Aug. 18	Thomas Birkett.....	Wharf lots Nos. 7 and 8 on west side of canal basin at Ottawa, Ont., together with stone building thereon.
20983	Sept. 5	Perley Home for Incurables.	Land, part S. ½ of lot "K," con. "C," tp. of Nepean, county Carleton, Ontario.
21037	Oct. 7	William Acton.....	Land at Chaffey's Lock station, part of lot No. 17 in 8th con. of tp. of South Crosby, county of Leeds, Ontario.
21040	Oct. 15	Albert F. Leonhard	Land covered by waters of Sand lake, part of lot No. 9 in 6th con. of tp. of South Crosby, county of Leeds, Ontario.
21066	Oct. 22	William E. Chester.....	Land, part of lot No. 8, concession "A," tp. of Wolford, county of Grenville, Ontario.
	1915.		
[4]21182	Jan. 12	The Canadian Northern Ontario Ry. Co.	Privilege to erect and maintain railway bridge over Rideau river on Rideau canal, above Hog's Back lock station.

SOULANGES

	1914.		
20802	May 29	The Provincial Light, Heat & Power Co.	Privilege to cross canal with power transmission lines, opposite cad. lot No. 350 in parish of St. Joseph de Soulanges, Que.
20824	June 10	The Montreal Light, Heat & Power Co.	Privilege to erect and maintain a transmission line on south side of canal from B.S. marked "A" opposite swing bridge at lock No. 3, to B.S. marked "B" opposite regulating weir No.2.
20848	June 29	The Cedar Rapids Manufacturing & Power Co.	Land on north side of canal in parish of St. Ignace du Coteau du Lac, county Soulanges.
20849	June 29	"	Privilege to erect and maintain a transmission line over canal and across canal lands, the wires to be stretched across canal between towers on cad. lot 346 of parish of St. Joseph de Soulanges.
20869	July 13	Vaudreuil Electric Co., Ltd.	Priv. to lay and maintain certain transmission wires and a submarine cable across canal near St. Antoine bridge.

SESSIONAL PAPER No. 20

during the Fiscal Year ended March 31, 1915—*Continued.*

CANAL—*Concluded.*

Area.	Term.	Commencement of term.	Terms of Payment.		
			Annual Rental.	Due each year.	First instalment due.
			$ cts.		
3,888 sq. ft.	During pleasure	Feb. 1, 1915	311 00	Feb. 1	Feb. 1, 1915
	"	Aug. 25, 1914	2,325 00	Aug. 25	Aug. 25, 1914
	"	Mar. 1, 1915	1 00	Mar. 1	Mar. 1, 1915
325 sq. ft.	"	May 1, 1915	26 00	May 1	May 1, 1915

CANAL.

	During pleasure	Apr. 1, 1914	5 00	Apr. 1	Apr. 1, 1914
	6 yrs., 9 mths., 7 dys., renewable.	Aug. 24, 1914	230 00	Aug. 24	Aug. 24, 1914
0·6 ac.	During pleasure	May 1, 1914	1 00	May 1	May 1, 1914
896 sq. ft.	"	Sept. 1, 1914	5 00	Sept. 1	Sept. 1, 1914
800 sq. ft.	"	Oct. 1, 1914	1 00	Oct. 1	Oct. 1, 1914
0·11 ac.	"	Nov. 1, 1914	2 00	Nov. 1	Nov. 1, 1914
	21 years, renewable	June 1, 1911	1 00	June 1	June 1, 1911

CANAL.

	14 years	May 1, 1908	10 00	May 1	May 1, 1908
	During pleasure	May 1, 1914	1 00	" 1	" 1, 1914
10·70 0·30 arpents	"	June 1, 1914	55 00	June 1	June 1, 1914
	"	" 1, 1914	10 00	" 1	" 1, 1914
	"	July 1, 1914	10 00	July 1	July 1, 1914

PROPERTY leased by the Department of Railways and Canals

TRENT

No. of Lease.	Date of Signature.	Lessee.	Lands or rights demised.
	1914.		
20749	May 12	Claude H. Rogers.....	Land on west side of canal prism in block "W" of village of Ashburnham, now part of city of Peterborough.
20895	July 4	The Imperial Oil Co., Ltd.	Land on north side of Huron street, town of Newmarket, Ont., and right and privilege to lay and maintain an oil pipe.
[5]20916	Aug. 24	David Anderson.....	Land, part of lots 1 and 2 in 12th con. of tp. of Douro, county of Peterborough, Ontario.
21166	Dec. 18	Hydro-Electric Power Commission of Ontario	Privilege to erect and maintain a 22,000-volt transmission line across canal land and crossing canal between swing bridge and between lots 10 and 11 in 10th con., tp. of Thorah, and lower entrance of lock No. 5, Simcoe-Balsam Lake division.
	1915.		
21183	Jan. 12	The Bell Telephone Co. of Canada, Limited.	Privilege to erect and maintain telephone line over Trent river and canal right of way at Heeley Falls, tp. of Seymour, Northumberland.
21204	Feb. 1	C. F. Boynton.....	Land, part of lot 52 on south side of Portage Road, township of Eldon, county of Victoria, Ontario.
21206	Feb. 3	The Water & Light Commissioners of Campbellford.	The right, etc., to erect, etc., electric transmission line over canal right of way and Trent river or Tice or Bridge street, Campbellford.
21210	Feb. 5	The Bell Telephone Co. of Canada, Limited	The right, etc., to erect, etc., telephone line over canal right of way and Trent river on Tice or Bridge street, Campbellford.
[4]21223	Feb. 13	The Canadian Northern Ontario Ry. Co.	Privilege to construct, etc., bridge and line of railway at Trenton, county Hastings.
21256	Feb. 23	The Bell Telephone Co. of Canada, Limited.	Privilege to erect and maintain a telephone line over canal and its right of way on Bridge street, village of Frankford, county of Hastings.

WELLAND

	1914.		
20686	April 16	S. H. Pitts.....	Land and land covered with water in Port Colborne harbour, county Welland.
20687	April 20	S. H. Pitts.....	Privilege to erect and maintain a marine tower on north end of government elevator at Port Colborne, Ont.
20694	April 20	The Bell Telephone Co. of Canada.	Privilege to lay and maintain a subaqueous cable across Old Welland canal at head of lock No. 12, Merritton, and erect and maintain a short telephone line on canal lands.
20727	May 6	The Sterling Natural Gas Co., Ltd.	Privilege to lay and maintain a natural-gas pipe along east side of canal from point south of Wabash Railway crossing of canal to village of Humberstone.
20750	May 1	City of St. Catharines..	Privilege to lay and maintain a 12-inch sewer pipe across canal lands and into deep waters of canal at St. Catharines, Ont.
20793	May 23	Electro-Metals, Ltd.....	Privilege to lay, maintain and operate railway tracks in rear of government dock, south of Welland.
20794	May 23	Union Carbide Co. of Canada, Ltd.	Privilege to lay and maintain a railway siding on east side of canal, in rear and to the south of government dock at Welland, Ont.
20807	June 5	Page-Hersey Iron, Tube and Lead Co., Ltd.	Privilege to lay and maintain two sidings in rear of government dock, south of Welland, Ont.
20830	June 17	The Canadian Steel Foundries Co., Ltd.	Privilege to lay, maintain and operate railway tracks from its property to government dock, south of Welland, Ont.
20887	Aug. 1	Ningara Grain and Feeds, Limited.	Privilege to lay, maintain and operate a stub siding and connection with government elevator at Port Colborne, Ont.

during the Fiscal Year ended March 31, 1915—*Continued.*

CANAL.

Area.	Term.	Commencement of term.	Terms of Payment.		
			Annual Rental.	Due each year.	First instalment due.
			$ cts.		
0·001 acres	During pleasure	May 1, 1914	1 00	May 1	May 1, 1914
0·06 acres	"	June 1, 1914	10 00	June 1	June 1, 1914
10·64 acres	"	Jan. 1, 1914	10 00	Jan. 1	Jan. 1, 1914
	"	Nov. 1, 1914	1 00	Nov. 1	Nov. 1, 1914
	During pleasure	Jan. 1, 1915	1 00	Jan. 1	Jan. 1, 1915
3 acres	"	Apr. 1, 1915	3 00	Apr. 1	Apr. 1, 1915
	"	Jan. 1, 1915	1 00	Jan. 1	Jan. 1, 1915
	During pleasure	Jan. 1, 1915	1 00	Jan. 1	Jan. 1, 1915
	21 years renewable	" 1, 1915	1 00		Jan. 1, 1915
	During pleasure	" 1, 1915	1 00	Jan. 1	" 1, 1915

CANAL.

1·18 acres	21 years, renewable	Apr. 1, 1914	250 00	Apr. 1	Apr. 1, 1914
	During pleasure	" 1, 1914	50 00	" 1	" 1, 1914
	"	" 1, 1914	5 00	" 1	" 1, 1914
	"	" 1, 1914	20 00	" 1	" 1, 1914
	"	May 1, 1914	2 00	May 1,	May 1, 1914
	"	" 1, 1914	25 00	" 1	" 1, 1914
	"	" 1, 1914	25 00	" 1	" 1, 1914
	"	" 1, 1914	25 00	" 1	" 1, 1914
	"	" 1, 1914	25 00	" 1	" 1, 1914
	"	July 1, 1914	1 00	July 1	July 1, 1914

PROPERTY leased by the Department of Railways and Canals

WELLAND

No. of Lease.	Date of Signature.	Lessee.	Lands or rights demised.
	1914.		
20890	Aug. 1	Electro-Metals, Ltd.....	Privilege to install and maintain a belt conveyor in rear of government dock, south of Welland, Ont.
20984	Sept. 8	The Dain Manufacturing Co., Ltd.	Privilege to lay and maintain a 2-inch pipe from canal and across canal land at a point on east side of canal north of Welland Junction bridge, township of Humberstone, and draw water therethrough.
21002	Sept. 21	Town of Thorold.....	Land, part of lots 29 and 30, township of Thorold, county of Welland.
[6]21036	Oct. 5	Erie and Ontario Ry. Co., Cor. Town of Dunnville, joining for purpose of clause 8.	Land, being part of lots 2, 3 and 4, range 1, township of Moulton, of county Haldimand, Ontario.
21044	Oct. 19	John Gillap.....	Land south of Dunnville lock, in town of Dunnville, county of Haldimand, Ontario.
21045	Oct. 19	John Haith.....	Land south of Dunnville lock, in town of Dunnville, county of Haldimand, Ontario.
21097	Nov. 6	Hydro-Electric Power Commission of Ontario	Privilege to erect and maintain an overhead 46,000-volt transmission line crossing Welland river at lot No. 200, township of Thorold, county Welland, Ontario.
21111	Nov. 12	The Erie and Ontario Railway Co.	Land on north side of feeder, east of Niagara street, Dunnville, Ont., and privilege to build bridge across feeder, and lay tracks.
21118	Nov. 20	Hydro-Electric Power Commission of Ontario.	Privilege to erect and maintain an overhead electrical transmission line across canal within the limits of town of Welland.
21143	Dec. 1	The Hydro-Electric Commission of the city of St. Catharines.	Privilege to lay and maintain two 3-wire submarine cables across canal near Niagara Street bridge in city of St. Catharines.
[7]21160	Dec. 15	Hydro-Electric Power Commission of Ontario.	Privilege to erect and maintain two overhead electric power transmission lines across the canal south of Allanburgh, county of Welland, Ontario.
	1915.		
21181	Jan. 7	Cor. of city of St. Catharines.	Land and land covered with water below St. Paul Street bridge in city of St. Catharines, and privilege to erect piers thereon on a steel viaduct to be carried over canal.
21189	Jan. 12	Hydro-Electric Power Commission of Ontario.	Privilege to lay and maintain a 4,000-volt subaqueous transmission cable across canal near Niagara Street bridge, St. Catharines, Ont.
21287	Mar. 24	W. B. Clark.....	Land, part of lot No. 21 in 1st concession, township of Grantham, county of Lincoln.

WELLAND SHIP

	1914.		
20728	May 8	J. B. Tromanhauser Co., Ltd.	To occupy 25,000 square feet of land covered by waters of Port Dalhousie harbour for the purpose of constructing six reinforced concrete cribs required in connection with Ontario entrance of ship canal.

[1]Cancels and supersedes lease No. 18782, dated December 6, 1910.
[2]Supersedes in part lease No. 17266 to James Wilson.
[3]Cancels and supersedes lease No. 13764, dated February 22, 1900.
[4]Payable in advance every ten years.

during the Fiscal Year ended March 31, 1915—*Concluded.*

CANAL—*Concluded.*

Area.	Term.	Commencement of term.	Terms of Payment.		
			Annual Rental.	Due each year.	First instalment due.
			$ cts.		
.....	During pleasure.....	July 1, 1914	25 00	July 1 ...	July 1, 1914
.....	"	Sept. 1, 1914	5 00	Sept. 1. ..	Sept. 1, 1914
4·70 acres.....	"	" 1, 1914	1 00	" 1 ...	" 1, 1914
2·44 acres.....	"	" 1, 1914	100 00	" 1. ..	" 1, 1914
0·05 acres.....	"	Nov. 1, 1914	10 00	Nov. 1....	Nov. 1, 1914
0·03 acres.....	"	" 1, 1914	10 00	" 1 ...	" 1, 1914
.....	"	July 1, 1914	1 00	July 1....	July 1, 1914
0·11 acres.....	"	Oct. 1, 1914	5 00	Oct. 1....	Oct. 1, 1914
.....	"	July 1, 1914	25 00	July 1....	July 1, 1914
.....	"	Nov. 1, 1914	10 00	Nov. 1....	Nov. 1, 1914
.....	"	Dec. 1, 1914	5 00	Dec. 1 ...	Dec. 1, 1914
0·12 acres.....	21 years, renewable...	Jan. 1, 1915	1 00	Jan. 1 ..	Jan. 1, 1915
.....	During pleasure.....	" 1, 1915	5 00	" 1....	" 1, 1915
0·32 acres.....	"	Nov. 1, 1911	10 00	Nov. 1....	Nov. 1, 1911

CANAL.

25,000 sq. ft.....	During pleasure.....	May 1, 1914	100 00	May 1 ...	May 1, 1914

[5]Surrendered.
[6]Supersedes leases Nos. 18416, 18929, 19055, and 19498.
[7]Cancels and supersedes lease No. 18283, dated April 1, 1910.

E. E. FAIRWEATHER,
Departmental Solicitor.

PROPERTY leased to the Department of Railways and Canals by

No. of Lease.	Date of Lease.	Lessee.	Land or rights demised.
	1915.		
21249	Feb. 23	William Massey Birks, *et al.*	Of rooms Nos. 301, 302, 303, 304, 305, 306, and 307 in building known as "New Birks building" on Phillips square, Montreal.
			QUEBEC
	1915.		
21250	Feb. 23	William Massey Birks *et al.*	Rooms Nos. 708, 709, 710, 711 and 713 in building known as "New Birks building" on Phillips square, Montreal.
			TRENT
	1915.		
[1]21231	Feb. 20	John Collins.....	Parcel of land in village of Hastings county of Northumberland, Ontario.
			WELLAND
	1914.		
20698	April 23	The Niagara, St. Catharines & Toronto Ry.	To move over railway tracks a gasoline inspection car for engineer in charge between St. Catharines and Port Weller.
	1915.		
21193	Jan. 20	The Niagara, St. Catharines & Toronto Ry.	To move over railway tracks a gasolene inspection car for engineer in charge between St. Catharines and Port Weller.

[1] Renews lease No. 19409, dated March 4, 1912.

various parties during the Fiscal Year ended March 31, 1915.

CANAL.

Term.	Commencement of term.	Terms of Payment.		
		Annual Rental.	Due each year.	First instalment due.
		$ cts.		
1 year	May 1, 1915	2,250 00	Quarterly...	

BRIDGE.

1 year	May 1, 1915	1,620 00	Quarterly...	

CANAL.

1 year	Mar. 1, 1915	25 00	Per annum..	

SHIP CANAL.

Expires January 1, 1915				
Expires January 1, 1916				

E. E. FAIRWEATHER,
Departmental Solicitor

PROPERTY conveyed to the Department of Railways

CORNWALL

Number of Deed.	Date of Deed.	Grantor.	Lot.
	1914.		
21011	Aug. 6	Mary Jane Ross and Louis A. Ross.	Land on Race Street, on N. side of canal near old lock 17.

LACHINE

	1914.		
21054	July 18	Eugenie Bleigner dit Jarry.	Land, sub. 6 of lot 3520 and sub. 5 of lot 3558.....
21332	Dec. 31	Canadian Pacific Ry. Co., *et al.*	Land, N. parts of lots Nos. 3560 and 3599.

RIDEAU

	1914.		
20969	July 6	Herbert A. Derbyshire, *et ux.*	Water-power lying on part of lot No. 15 in 9th con., tp. of North Crosby; and roadway leading to said water-power.
	1914.		
21302	May 1	Estate of P. Kyle....	Pts. of lots Bb, Cc, Dd, and Ee, in village of.....
21303	Sept. 9	Cor. Village of Merrickville.	Land, pt. of Brook street.....

TRENT

	1914.		
20769	April 28	Finley J. McRae, *et ux*	Land, pt. of lot No. 23 in 8th con., top. of.....
20770	April 27	Neil McEachern, *et ux*	Land, pt. of E. ½ of lot No. 24, 8th con.....
20821	April 23	Patrick McCambridge	Land, pt. of lot "A".....
20960	June 17	James Capstick, *et ux.*	Land, pt. of lot No. 3 in range 5.....
20961	June 17	Edward J. Woollard, *et ux.*	Land, pt. of lot 3, in range 5.....
	1911.		
20964	July 29	William J. Doxsee, *et ux*	Land, pt. of lots Nos. 13 and 14 in south block.....
21078	July 13	Township of Seymour.	Land, lot No. 6, block 39, town of Campbellford.....
21079	June 30	The Bank of British North America.	Land, pt. of lot No. 3, range 5, village of Bobcaygeon.....
21086	Sept. 4	Town of Campbellford	Land, pt. of lot No. 9, 6th con., town of Campbellford.....
21087	Sept. 4	" ..	Land, in town of Campbellford, pt. lot No. 10, in 6th con...
21088	Sept. 4	" ..	Land, in town of Campbellford, pt. lot No. 9, in 6th con....
21089	Sept. 4	" ..	Land, in town of Campbellford, pt. lot No. 9, in 6th con....
21132	Sept. 30	Sir Wm. MacKenzie, *et ux.*	Land, pts. lots Nos. 44, 45, and 46 south of Portage road in 8th con., grantor reserving right to cut and remove timber for five years from date hereof.
21155	Oct. 17	Cor. of Township of Seymour.	Land in.....
21242	Dec. 18	Robert Cowan.....	Land, "Wallace island" in Severn river.....

and Canals during the Fiscal Year ended March 31, 1915.

CANAL.

District.	County.	Area.	Amount.
			$ cts.
Cornwall	Stormont	1·74 acres	3,500 60

CANAL.

Cote St. Paul	Hochelaga	7,562 sq. ft	13,697 75
Montreal	"	12,126 sq. ft	Exchange of land.

CANAL.

North Crosby	Leeds		750 00
Merrickville	Grenville	1·532 acres	300 00
"	"	0·13 acres	1 00

CANAL.

Eldon	Victoria	35·00 acres	525 00
"	"	5·8 acres	87 00
Sydney	Hastings	0·25 acres	125 00
Bobcaygeon	Victoria	0·003 acres	20 00
"	"	0·002 acres	20 00
Campbellford	Northumberland	0·65 acres	175 00
Seymour	"	0·17 acres	300 00
Verulam	Victoria	0·051 acres	1,900 00
Seymour	Northumberland	0·11 acres	1 00
"	"	0·005 acres	1 00
"	"	0·063 acres	1 00
"	"	7·48 acres	1 00
Eldon	Victoria	34 acres	680 00
Seymour	Northumberland	11·50 acres	345 00
Wood	Muskoka	5·42 acres	2,225 00

PROPERTY conveyed to the Department of Railways and

TRENT

Number of Deed.	Date of Deed.	Grantor.	Lot.
	1915.		
21339	Mar. 8	Jacob Geroux, *et al*....	Land, pts. of W ½ of lot No. 18 in 13th con.....
21340	Mar. 31	John S. Westcott.....	Land, pt. of S. ½ of lot No. 10, con. 10.....
21341	Mar. 31	James H. Gordon, *et ux*	Land, pt. of S. ½ of lot No. 9, con. 10 .....
	1911.		
[1]21468	July 28	Patrick P. Young, *et ux*	Land, pt. of lot No. 37, 12th con.....

WELLAND

	1914.		
20766	April 3	James R. Emmett, *et al.*	Land, pts. of lots Nos. 7 and 8 con. 9, township of.....
20767	April 22	Mary Griffis.....	Land, pt. of lot No. 11, 1st con. township of.....
20768	April 8	William A. Griffis, *et al.*	Land, pt. of lot No. 9, con. 4, township of.....
20820	April 21	Elizabeth M. Taylor (Executrix estate of Thomas Taylor).	Land, pt. of lots 6 and 7, con. 7, township of.....
20836	May 21	Ernest H. Hack, *et ux*	Land, pt. of N. ½ of lot 10 in con. 3, and right to flood, etc., pt. of N. ½ of said lot. 10.
20837	May 6	Stephen E. Emmett, *et al.*	Land, pt. of lots 7, 8, and 9, con. 10.....
20842	April 6	Sydney White, *et ux*...	Land, pt. of lots 7 and 8 in con. 7.....
20965	July 6	Jacob Dorr, *et ux*.....	Land, pt. of S. ½ of lot No. 5, con. 9.....
20966	June 20	Frederick Landgraff, *et ux.*	Land, east part of lot 5, village of.....
20967	May 4	Aaron R. Parnall, *et ux*	Land, pt. of lot No. 10, con. 2.....
	1913.		
[2]20968	Dec. 16	William A. Briggs.....	Land, pt. of lot No. 11, con. 1st, demised under lease dated Feb. 10, 1909, from William Muir.
	1914.		
21021	June 15	Walter John Elkins, *et ux.*	Land, pt. lot No. 2 on subdivision of lot 5 and 6, township of Thorold; together with release of all claims for damages.
21052	April 13	Douglas Foster, *et ux*	Land, pt. of lots 26 and 27 in 3rd con.....
21053	Aug. 11	Neenah Brady.....	Lot No. 5 on south side of Rose street.....
21076	Oct. 14	Louis A. Kottmeier, *et ux.*	Land, pt. of lot No. 97, township of.....
21077	Oct. 15	Mary E. Ballantyne...	Land, pt. of lot No. 74.....
21131	Oct. 3	Louise A. Landgraf....	East pt. of lot No. 6, on east side of Victoria street, village of
21153	Nov. 13	James Wilson, *et ux*...	Lots Nos. 18, 19, 20, 21, and 22 in block 1 on Chapel street, town of.
21154	Nov. 19	James Wilson, *et ux*..	Lots or block "T" and "U" on east side of Chapel street, and south of Peter street.
21172	May 21	Jonas Anthes, *et ux*....	Land, pt. of N. ½ of lot No. 27 in con. 2, and pts. lots Nos. 26, and 27 con. 3.
21185	Sept. 25	Arabella E. Steele....	Pt. of lot No. 12 of the "John Thompson survey" on south side of Thompson street.
	1915.		
21241	Jan. 11	Honora Hanley.....	Land, east pt. of lot No. 12, village of.....

SESSIONAL PAPER No. 20

Canals during the Fiscal Year ended March 31, 1915—*Continued.*

CANAL—*Concluded.*

District.	County.	Area.	Amount.
			$ cts.
Tay	Simcoe	16·88 3·28 acres	925 00
Thorah	Ontario	0·61 acres	61 00
"	"	0·23 acres	23·00
Smith	Peterborough	1·16 acre	75·00

SHIP CANAL.

Grantham	Lincoln, Ont	29·45 acres	16,775 00
"	"	41·56 acres	22,071 50
"	"	43·27 acres	30,000 00
"	"	59·8 acres	13,150 00
"	"	19·41 acres	16,000 00
"	"	123·6 acres	20,500 00
"	"	5·74 acres	5,900 00
"	"	49·75 acres	5,000 00
Humberstone	Welland	0·21 acre	325 00
Grantham	Lincoln	23·53 acres	9,500 00
"	"	6·38 acres	300 00
Thorold	Welland	1 acre	3,875 00
Humberstone	Welland	18·46 acres	3,250 00
Welland	"		950 60
Thorold	"	23 acres	4,000 00
"	"	17 acres	3,500 00
Humberstone	"		375 00
Thorold	"		6,800 00
"	"		6,500 00
Humberstone	"	108·28 acres	19,500 00
"	"		750 00
"	"	0·21 acres	400 00

PROPERTY conveyed to the Department of Railways and

WELLAND

Number of Deed.	Date of Deed.	Grantor.	Lot.
	1914.		
21281	Aug. 18	Oren R. Garner, *et ux*	Lots Nos. 1, 2, 3, 4, 6, 12, 13, 14, 15, 16, 17, 18, 19, 22, 23, 24, 25, 26, 27, 28, 42, 43, 44, 46, 47, and 82.
21282	Aug. 24	Arthur MacDonald, *et ux.*	Lot No. 20, on south side of Raymond street.....
21283	Nov. 19	Euphemia Higgins....	Land, pt. of lot 74, township of Thorold.....
21313	Aug. 24	John Craig, *et ux*.....	Lot No. 45 on north side of Raymond street.....
21314	Aug. 24	Robert H. Howes.....	Lot No. 81 on north side of McCormick street.....
21469	Sept. 8	William H. Secord, *et ux.*	Land, pt. of lots Nos. 6 and 7, in 9th con., with pt. of allowance for road between said lots, and pt. of lot No. 7 in 9th con., and pt. of lots 8 in 8th and 9th cons.

HUDSON BAY

	1914.		
20839	May 2	The Northern Townsites Company.	Pt. of W. ½ of section 2, in township 56, range 26, west of Principal meridian.
21008	June 26	Louis Culliere.....	Parts of lots 15 and 16, block 36.....
21009	June 13	The Standard Securities Co.	Part of SW. ¼ of section 11, township 56, range 26, west of Principal meridian.
21010	June 13	H. Olensky.....	Part of lot 14, block 36.....
21043	.....	Dept. of Indian Affairs	Land at Le Pas block "A".....
21068	July 2	The Finger Lumber Co. Ltd.	Lots 9 and 10, block 36, and lots 12, 13, 14, 15, and 16, block "H".
21092	June 30	Louisa Ann Marion....	Lots 11 and 12 in block 36.....
	1915.		
21277	Jan. 9	Edward D. Beatty and Robert M. Shirley.	Lot 3 in block 35, townplot of.....
21278	Jan. 6	Robert M. Shirley....	Lot 6 in block 35, townplot of.....
21279	Jan. 4	Moses Kealey.....	Lot 5 in block 35, townplot of.....
21280	Jan. 13	Ulric St. Godard.....	Lot No. 13, block 36.....

[1] Too late for last year's report. [2] Surrender of lease.

SESSIONAL PAPER No. 20

Canals during the Fiscal Year ended March 31, 1915—*Concluded.*

SHIP CANAL—*Concluded.*

District.	County.	Area.	Amount.
			$ cts.
Welland	Welland		15,950 00
"	"		1,750 00
Thorold	"	(6 ac., 3 roods) (33 perches....)	3,750 00
Welland	"		650 00
"	"		400 00
Grantham	Lincoln	37 acres	
		Principal	24,000 00
		Interest	644 93

RAILWAY.

	Manitoba		
Le Pas	"	0·34 acre	3,650 00
	"	16·33 acres	600 00
"	"	0·24 acres	5,000 00
Le Pas Indian Reserve	"	4·42 acres	8,840 00
Le Pas	"	1·43 acres	7,800 00
"	"		2,500 00
"	"		1,500 00
"	"		1,500 00
"	"		1,500 00
"	"		1,400 00

E. E. FAIRWEATHER,
Departmental Solicitor.

LETTERS PATENT issued by the Department of Railways and Canals during the Fiscal Year ended March 31, 1915.

LACHINE CANAL.

No.	Date.	Grantee.	Description.	Area.	Amount.
	1914.				$ cts.
21139	Nov. 16	Canadian Pacific Railway	Parts of lots 3520–6, 3520–5, 3520A—1, and lots 3520–4, 3520–2, 3520–1, 3558–4, 3558–5 on official plan and Book of Reference of parish of Montreal, on south side of canal.	15,230 sq.ft.	

WELLAND CANAL.

	1914.				
21069	Oct. 5	Corporation of the Town of Thorold.	Land, part of lot No. 30, township of Thorold, county Welland.	0·87 acres...	435 00

E. E. FAIRWEATHER,
Departmental Solicitor.

SESSIONAL PAPER No. 20

DAMAGES released during the Fiscal Year ended March 31, 1915.

CORNWALL CANAL.

No. of Release.	Date of Release.	Grantor.	Description.	Amount.
	1914.			$ cts.
21034	Sept. 16	Ottawa & New York Ry. Co.	For claim, etc., for reimbursement of expenditure in removing and relocating portion of railway bridge over canal, together with spur track leading thereto.	3,812 59

GALOPS CANAL.

	1914.			
21196	Apr. 27	George A. Binion.....	For damages to the E. ½ of lot No. 30 in 1st con., first range, tp. of Matilda, county of Dundas, Ontario, consequent upon construction of canal.	913 56

TRENT CANAL.

	1914.			
20804	June 2	The Trent Valley Woollen Manufacturing Company, Limited.	Of all claims arising from or incidental to revocation of license No. 3264, and destruction of dam at Campbellford and water-power in connection therewith.	21,477 86 & supply in perpetuity of electrical energy up to 350h.p.
20840	June 19	The Dickson Bridge Works Co., Ltd.	Of all claims arising from or incidental to revocation of license No. 3264, and destruction of dam at Campbellford and water-power in connection therewith.	7,000 00
*20962	Mar. 3	The Corporation of the Township of Emily.	For damages by water to roads, highways, and bridges within municipality of the tp. of Emily, occasioned by the raising of the dam at Bobcaygeon.	1,897 78
*20963	Jan.....	Thomas. M. C. Sidey *et al.*	For damages by water to parts of lot No. 33 and part of lot No. 34 in the 8th con. of the tp. of Hamilton, county of Northumberland, Ontario	30 00
20972	Apr. 3	Joseph Meeban.....	For damages consequent upon the erection on his farm of a shed for the storage of explosives.	40 00 and int.
20973	May 30	Isabella French *et al*.....	For damages by water to the N. ½ of lot No. 24 in the 8th con. of the tp. of Eldon, county of Victoria.	64 00
21016	Aug. 22	Edith Carr.....	Of all claims, etc., owing to the death of her husband, James Carr.	500 00
21080	June 3	Ada E.F. MacDougall...	For damages by water to park lots 1, 2, 3, 4, 5 and 6 east of Bridge street, and to lots 9 and 10 south of Coldstream and west of Pine streets, village of Rosedale, tp. of Fenelon, county of Victoria.	90 00
21090	Oct. 7	Corporation of the town Campbellford.	For all claims, etc., in connection with the revocation of license No. 3264 permitting the maintenance of a certain dam at Campbellford, destruction of said dam and water-power in connection therewith, and for all lands taken for the purpose of sec. 4 of Ontario Rice Lake Division of canal.	12,000
	1915.			
21207	Jan. 30	E. G. Weeks.....	For all damages caused by reason of the removal of the temporary bridge across canal below lock No. 1.	10 00
21285	Feb.	The Fesserton Timber Co., Ltd.	For damages to timber on parts of lots Nos. 12, 13, 14 in con. 9; 11 and 12, con. 10; and 10 and 11, con. 11; tp. of Matchedash, county of Simcoe, Ontario.	630 00

DAMAGES released during the Fiscal Year ended March 31, 1915.—*Concluded.*

TRENT CANAL—*Concluded.*

No. of Release	Date of Release.	Grantor.	Description.	Amount.
	1910.			$ cts.
*21304	Nov. 19	Harriet L.C. Dunford...	For damages by water to east ½ of lot No. 30 in 5th con., and parts of lot No. 31 in 6th con. of tp. of Dummer, county of Peterborough.	176 00
	1914.			
21305	Oct. 12	Cor. of the Township of Rawdon.	Of all claims for damages to a certain boundary road or highway between the townships of Seymour and Rawdon.	300 00
21306	Nov. 18	Michael Sarles.....	For damages by spring freshet of 1914 to lots Nos. 118 and 119 on east side of Trent street in village of Frankford, county of Hastings, Ontario.	158 00
21307	Nov. 18	Thomas H. Foster.....	For damages by spring freshet of 1914, to lots Nos. 116 and 117 on east side of Trent street in village of Frankford, county of Hastings, Ontario.	55 00
21308	Nov. 18	Jesse Snider.....	For damages by spring freshet of 1914 to part of lot letter "J" on east side of Trent street in village of Frankford, county of Hastings, Ontario.	25 00
21309	Nov. 18	William J. Lyons.....	For damages by spring freshet of 1914 to part of block No. 27 on south side of Elgin street in village of Frankford, county of Hastings, Ontario.	13 35
21310	Nov. 18	Agnes Hubble.....	For damages by spring freshet of 1914 to lot No. 113 on east side of Trent street in village of Frankford, county of Hastings.	50 00
21311	Nov. 18	Byron B. Ostrom.....	For damages by spring freshet of 1914 to block "G" and part of block "L" in village of Frankford, county of Hastings, Ontario.	70 00
	1915.			
21312	Jan. 26	Jane Pearson.....	For damages by water to the N. ½ of lot No. 29 in the 15th con. of tp. of Smith, county of Peterborough.	600 00
21357	Mar. 8	Jacob Geroux *et al*.....	For damages by water to crop and lands, part of lots Nos. 17 and 18 in the 13th con. of the tp. of Tay, county of Simcoe, Ontario.	100 00
		SOULANGES CANAL.		
21015	Aug. 15	Zoe Deguire.....	Of all claims, etc., owing to the death of her husband, Norbert Deguire.	500 00
		WELLAND SHIP CANAL.		
	1914.			
21156	Nov. 21	Charles W. Badger.....	Of leasehold interest in lots YY, ZZ, 226A, 228A and 50, (plan No. 11 for town of Thorold, county of Welland, Ontario, owned by one Alexander Campbell.	350 00
		SAULT STE. MARIE CANAL.		
	1914.			
20697	Apr. 24	His Majesty the King to the Gilchrist Transportation Company, John Holman and Sons, Limited, and others.	Of all claims arising out of a collision, on June 9, 1909, of the vessel *Perry G. Walker*, owned by Gilchrist Transportation Co., with one of the moveable gates at the lower end of the Canadian lock in the St. Mary's river, Sault Ste. Marie, Ont., and with the steamer *Assiniboia*.	57,824 15

*Too late for last year's report.

E. E. FAIRWEATHER,
Departmental Solicitor.

PART III.

REPORT OF THE GENERAL MANAGER OF GOVERNMENT RAILWAYS AND OTHER OFFICIALS FOR THE YEAR 1914-15.

General Manager of Government Railways, with appendices, including reports of the Railway Employees Relief and Insurance Association and the Government Railways Provident Fund Board.

Report of the Chief Engineer, Government Railways.

" Mechanical Accountant, Government Railways.

" General Solicitor, Government Railways.

" Comptroller and Treasurer, Government Railways.

" Superintending Engineer, Halifax Ocean Terminals.

GOVERNMENT RAILWAYS.

Moncton, N.B., August 31, 1915.

Sir,—The undersigned has the honour to submit the following report on the working of the Canadian Government railways for the fiscal year ending March 31, 1915.

This report covers the Intercolonial railway, the Windsor Branch, the Prince Edward Island railway, the International railway, the New Brunswick and Prince Edward Island railway, the St. John and Quebec railway, and that portion of the Transcontinental railway east of Quebec, Que.

Capital expenditures authorized for the year were curtailed on account of the call for retrenchment in September, caused by the war, to the extent of $2,088,650 on the Intercolonial, and $250,800 on the Prince Edward Island railway.

The gross earnings of the Intercolonial railway for the year as compared with the previous year show a decrease of $1,433,675.86, caused by the war and the subsequent depression in business.

Working expenses were decreased as compared with the previous year, $1,428,875.86.

This reduction in operating expenses was secured without the laying off of any permanent employees, as it was decided that in the interest of business conditions in the Maritime Provinces and Quebec that the regular staff should be maintained.

This reduction in operating expenses was secured on account of requiring less train service and on account of various economies in operation and maintenance.

Notwithstanding the economies effected in operation, as per the preceding paragraph, the advisability for improving the property in the way of extraordinary repairs and improvements was not lost sight of, and the sum of $295,586.90 was authorized for work of this character, as shown in the comptroller and treasurer's statement, Appendix "A," all of which is a charge against operating expenses.

Attention is called to the statistical statement of earnings and operating expenses by divisions for the year, Appendix "B," which shows the surplus or deficit for each of the divisions.

Following the policy of the Government to retain the surplus of earnings over operating expenses for the benefit of the railway and its appurtenances, the surplus this year of $36,465.08 was credited to Fire Renewal Suspense Account.

A reorganization of the Stores Department was completed during the year, whereby all material has been properly assembled, classified and carded, and placed under lock and key, with a storekeeper in charge at each important divisional point, instead of being carried in tool houses, engine houses, car repair shops, freight sheds, etc., and being subject to the loss and damage which that system involves. In this reorganization about five hundred carloads of material and supplies were gathered up along the line and turned into the general stores or disposed of; the value of this material and supplies being about $195,000.

The stores stocks are now being carried at the important divisional points, from which supplies of every name and nature are furnished upon requisition as required along the line, instead of being carried as heretofore in tool houses, engine houses, car repair shops, freight sheds, etc., where they were subjected to the loss and damage which that system involved.

The detail of this reorganization in regard of local stores is outlined in the letters of the general storekeeper, copies attached under Appendix "C."

The work of the recently organized Fuel Department is now beginning to show results. Prior to the establishment of this department, fuel for these railways was handled by the Mechanical, Stores, and Purchasing Departments, with divided responsibility.

The present organization has charge of purchases, distribution and handling of fuel, and maintains detail records thereof and supplies statistical information in connection therewith, all of which has resulted in an economy equal to about $50,000 for the year, as outlined in the general fuel agent's letter, copy of which is to be found in Appendix "D."

The management has been relieved of great responsibility in connection with the safety of trains by the replacement of the light steel bridges on the main line between Halifax and Ste. Rosalie.

The bridge engineer discovered, when measuring and calculating the old steel bridges on the line, that 105 of these structures were not strong enough to carry safely the traffic which was then passing over them.

In the meantime, many of these bridges were supported with wooden bents.

We are now pleased to advise that they have all been replaced by modern structures of sufficient strength to carry the heaviest loads which good railway practice at this date required.

The annual statement of the Employees' Relief and Insurance Association is hereto attached, Appendix "E."

It should be pointed out that the Railway's contribution from earnings amounted to $10,000.

The annual statement of the Intercolonial and Prince Edward Island Railways Employees' Provident Fund is hereto attached, Appendix "F."

It should be pointed out that the Railway's contribution from earnings to this fund amount to $100,000.

First Aid work under the direction of the St. John Ambulance Association has been largely extended, more particularly by the appointment of a French-speaking First Aid Instructor to look after the interests of our French-speaking employees. A number of employees have taken advantage of the privileges extended to them by attending the instruction classes, and satisfactory examinations have been passed and certificates awarded as follows:—

Certificates	357
Vouchers	92

Separate accounts were, during the said fiscal year, kept for each railway, and these accounts will be considered separately in this report.

INTERCOLONIAL RAILWAY.

The following reports of the officials are enclosed:—

The report of the Chief Engineer on works chargeable to Capital and Revenue Accounts.

Report of the Superintendent of Rolling Stock, statements relating to the Mechanical Department.

Report of the General Solicitor.

Report of the General Superintendent, statement of casualties.

Report of the Safety Engineer.

INTERCOLONIAL RAILWAY.—*Continued.*

Report of the Comptroller and Treasurer, as follows:—

1. Capital Account.
2. Revenue Account.
3. Maintenance of Way and Structures.
4. Maintenance of Equipment.
5. Traffic Expenses.
6. Transportation Expenses.
7. General Expenses.
8. General Stores Account.
9. General Balance.
10. Statement of Receipts and Expenses.
11. Equipment Renewal Account.
12. Rail Renewal Account.
13. Fire Renewal Account.
14. Statement of Cash Received.
15. Statement of Averages.
16. Statement of Articles carried by the Railway.
17. Statement of Freight and Passenger Receipts.

The length of railway in operation during the year 1914-15 was 1,454.22 miles, a shortening, on account of the track diversion, of the mileage in operation for the previous year.

CAPITAL ACCOUNT.

The cost of the road and equipment on March 31, 1914, was $101,467,501.84. The additions during the year were as follows:—

To Strengthen bridges	$ 899,941 39
" Increase accommodation and provide machinery, Halifax.	18,183 09
" Locomotive and car shops, with equipment	21,247 78
" Sydney Mines diversion	4,044 85
" Diversion of line and branch to wharf, Chatham	2,877 19
" Increase accommodation at Truro	14,806 05
" Surveys and inspections	95,752 83
" Increase accommodation at Ste. Flavie	7,279 03
" Improvements at Point Tupper	5,353 69
" Increase accommodation at Fredericton	5,188 39
" Improvements at Sussex	22,940 54
" Rolling stock	2,519,998 50
" General protection of highways	4,098 97
" Diversion of line between Nelson and Derby Junction	82,952 01
" Increased facilities and accommodation along the line	114,123 76
" Increase water supply	11,444 47
" Spur line to Courteney Bay, St. John	2,671 47
" New terminal facilities, Halifax	1,327,203 52
" Spur line Pugwash harbour, Pugwash	21,071 79
" Double tracking, Chaudière Junction to St. Romuald	58,410 37
" Additional facilities, Rivière-du-Loup	142 59
" Docks and wharves, Halifax	449,075 34
" Increase accommodation at St. John	3,280 61
" Diversion of line between North Sydney and Leitches Creek	159,978 86
" Installation of block system in connection with operation.	45,364 45
" Installation of telephone system in connection with operation	2,572 88
" Electric equipment for charging electric lighted cars, Halifax	928 33
" Provide car ferry and dock for same, Mulgrave	3,440 40
" Installation of roofing, Moncton	176 06
" Subway and facilities, Hampton	576 55
" Increase facilities at divisional points—power plants	24,163 30

INTERCOLONIAL RAILWAY.—*Continued.*

CAPITAL ACCOUNT—*Continued.*

To Safety appliances	$	14,000 00
" Willow Park yard sewer, Halifax		265 93
" Original construction		800 00
" Elimination of level crossings and grades, Moncton		24,290 85
" Permanent wiring of engine houses		3,800 00
" Towards construction of railway, Dartmouth to Deans		623,953 00
" Increased facilities, Trenton		26 20
" Interlocking tower and plant, Aston Junction		41 15
" Anti-creepers and tie plates		32,000 00
" Raise grain conveyor, Halifax		9,270 67
" Pintsch gas equipment for charging cars		4,018 77
" Improve triple valves of air brakes		4,745 73
" Increased accommodation, Campbellton, Exchequer Court award		10,691 63
		$6,657,192 99
LESS:—		
By Increased accommodation and facilities along the line (previous year's expenditure) old turntable		1,400 00
		$6,655,792 99

Making the total cost on March 31, 1915, $108,123,294.84.

Explanations in regard to the expenditure on Capital Account will be found in the reports of the Chief Engineer and Superintendent of Rolling Stock.

The gross earnings and the working expenses for the year compare as follows:—

Gross earnings	$11,444,873 00	
Working expenses	11,438,373 00	
Net earnings	$	6,500 00

There was a gain of $42,965.08 from the operation of the railway for the year. Of this surplus, $36,465.08 was transferred in March to Fire Renewal Account, so that when the books were closed at the end of the year they showed net earnings, $6,500.

The gross earnings compare as follows with those of the previous year:—

In 1913-14	$12,878,549 00	
In 1914-15	11,444,873 14	
Decrease	$	1,433,675 86

The earnings from passenger traffic compare as follows:—

In 1913-14	$ 3,674,878 75	
In 1914-15	3,291,916 96	
Decrease	$	382,961 79

The earnings from freight traffic compare as follows:—

In 1913-14	$ 8,469,590 33	
In 1914-15	7,310,765 11	
Decrease	$	1,158,825 22

INTERCOLONIAL RAILWAY.—*Continued.*

CAPITAL ACCOUNT—*Continued.*

The earnings from mails, express freight, and miscellaneous compare as follows:—

In 1914-15	$ 842,191 07
In 1913-14	734,079 92
Increase	$ 108,111 15

The earnings by mile of railway, compare as follows:—

In 1913-14	$ 8,839 27
In 1914-15	7,855 26
Decrease	$ 984 01

The earnings by train mile compare as follows:—

In 1913-14	$ 1 54
In 1914-15	1 52

The number of passengers carried compares as follows:—

In 1913-14	3,983,511
In 1914-15	3,613,371
Decrease	370,140

There was a decrease of 288,868 in the number of local passengers, and 81,272 in the number of through passengers.

The weight of revenue-producing freight compares as follows:—

In 1913-14	5,287,740 tons.
In 1914-15	4,529,002 "
Decrease	758,738 "

There was a decrease in local freight of 799,859 tons, and an increase in through freight of 41,121 tons.

A number of statements which give detailed information in regard to the traffic are appended to this report. They are as follows:—

Statement of receipts, showing the receipts monthly from Passenger Traffic, Freight Traffic, and Mails and Sundries.

Passenger Statement, showing monthly the number of local and of through passengers carried and the mileage.

Freight Statement, showing monthly the number of tons of local and through freight carried and the mileage.

Comparative Statement, showing the principal articles of freight carried during this year and the preceding year.

Descriptive Statement of freight transported, showing a few of the principal articles.

Statement of coal transported, showing the station from which it was sent.

Statement showing the quantity of raw and of refined sugar, of fresh and salted fish, of grain for export, and of European freight carried over the Railway.

INTERCOLONIAL RAILWAY.—*Continued.*

WORKING EXPENSES.

The working expenses compare as follows with the previous year:—

In 1913-14	$12,867,249 00
In 1914-15	11,438,373 14
Decrease	$ 1,428,875 86

The averages compare with those of last year as follows:—

Per mile run by engines—	
In 1913-14	1 25
In 1914-15	1 23
Per mile run by trains—	
In 1913-14	1 54
In 1914-15	1 52
Working expenses per mile of Railway—	
In 1913-14	8,831 51
In 1914-15	7,894 96

During the year ending March 31, 1915, 689,991 ordinary ties were put in track, and 104·78 miles ballasted, and a total of 24·04 miles of ditching completed to provide better drainage for the road-bed; 5·59 miles of additional meeting sidings, and 2·47 miles additional private sidings were provided at various points. Bridges, culverts, wharves, fences, and buildings repaired, and 12·16 miles of standard woven-wire fence, and 2·5 miles of standard board fence erected.

The Superintendent of Rolling Stock reports rolling stock purchased, rebuilt in shops, etc.

NEW LINES.

The construction of the double track between St. Romuald and Chaudière Junction, a distance of 3·75 miles, was completed this year.

The diversion of the line from Nelson, on the Loggieville subdivision, to the Southwest Miramichi bridge, on the Moncton subdivision, 2·69 miles in length, to replace existing lines, 5·55 miles, was opened for traffic on January 10, 1915.

The diversion from Leitches Creek on the Sydney subdivision to North Sydney, 4·26 miles in length, was put in operation January 10, 1915.

The result of surveys to get preliminary information required to ascertain the cost of double tracking and reduction of grades will be found in the report of the Chief Engineer. A large number of bridges on the railway were repaired, and the remainder of the light steel bridges between Halifax and Ste. Rosalie were replaced by new ones. A statement of the bridges repaired and replaced will also be found in the report of the Chief Engineer.

HALIFAX OCEAN TERMINALS.

A progress report of the work done on the new Halifax ocean terminals will also be found attached to the Chief Engineer's report.

STORES.

The value of general stores carried over from previous year was	$2,179,882 08
The value of stores purchased and charged from other departments was	5,499,200 60
Total	$7,679,082 68
The value of stores used and sold	5,299,838 46
Balance of general stores on hand, March 31, 1915	$2,379,244 22

PRINCE EDWARD ISLAND RAILWAY.

The length of railway in operation at the end of the year 1914-15 was 275·2 miles. The gauge is 3 feet 6 inches.

The cost of road and equipment on March 31, 1914, was	$8,920,369 01
The expenditure during the year 1914-15 was	570,530 70
Making a total cost on March 31, 1915	$9,490,899 71
Gross earnings	$ 415,495 44
Working expenses	598,226 97
Deficiency	$ 182,731 53

The gross earnings compare with previous year as follows:—

1914-15	$ 415,495 44
1913-14	409,616 74
Increase	$ 5,878 70

The increase was in both passenger and freight traffic.

The working expenses compare with previous year as follows:—

1914-15	$598,226 97
1913-14	571,415 37
Increase	$ 26,811 60

The necessary work to maintain the railway in a state of efficiency, renewing of track and switch ties, and the ballasting of several miles of track, has been carried out.

NEW BRUNSWICK AND PRINCE EDWARD ISLAND RAILWAY.

This road was taken over August 31, 1914, and forms the connecting link between the main line of the Intercolonial railway and the new car ferry, which is to be operated between Cape Tormentine, N.B., and Carleton Point, Prince Edward Island. The line runs from Sackville to Cape Tormentine, and is 35·79 miles in length.

CAPITAL ACCOUNT.

Amount expended to March 31, 1915, to bring line up to Intercolonial Branch line standard	$24,700 00

The gross earnings and the working expenses to March 31, 1915, compare as follows:—

Gross earnings	$25,419 81
Working expenses	43,942 53
Deficiency	$18,522 72

Statements giving detailed information in regard to traffic, etc., will be found appended to this report.

INTERNATIONAL RAILWAY.

This road was taken over August 1, 1914. It extends from Campbellton, N.B., to St. Leonards, N.B., and is 111·30 miles in length.

CAPITAL ACCOUNT.

Amount expended to March 31, 1915, to bring line up to Intercolonial Branch line standard	$ 1,300 00

The gross earnings and the working expenses to March 31, 1915, compare as follows:—

Gross earnings	65,468 92
Working expenses	66,706 35
Deficiency	$ 1,237 43

Statements giving detailed information in regard to traffic, etc., will be found appended to this report.

NATIONAL TRANSCONTINENTAL RAILWAY.

This line extends from Moncton to Chaudière, and is 455·15 miles in length.

The gross earnings and the working expenses to March 31, 1915, compare as follows:—

Gross earnings	$142,311 65
Working expenses	288,625 35
Deficiency	$ 86,313 70

Statement giving detailed information in regard to traffic, etc., will be found appended to this report.

ST. JOHN AND QUEBEC RAILWAY.

This road extends from Centreville to Gagetown, the portion Centreville to Fredericton being taken over on January 1, 1915, and the portion Fredericton to Gagetown on March 2, 1915, for operation by the Canadian Government Railways. The mileage from Centreville to Fredericton is 88·69 miles, and that from Fredericton to Gagetown, 30·13 miles.

The gross earnings and working expenses for the three months ended March 31, 1915, compare as follows:—

Gross earnings	$18,739 73
Working expenses	24,694 75
Deficiency	$ 5,955 02

Statements giving detailed information in regard to traffic, etc., will be found appended to this report.

WINDSOR BRANCH RAILWAY.

This railway extends from Windsor Junction to Windsor, Nova Scotia, and is thirty-two miles in length. It is operated by the Dominion Atlantic Railway Company, and was maintained by the Government under an agreement whereby the Company paid the Government one-third of the gross earnings.

On account of the large maintenance expenditure, estimated at from $275,000 to $300,000, that was necessary to put this railway in a proper, safe and satisfactory condition to handle traffic in a safe and economical manner, particularly in the matter of strengthening bridges, the Government deemed it advisable to lease this property to the Dominion Atlantic Railway Company, with the understanding that they undertake the above expenditure and pay the Government a rental of $22,500 per annum from January 1, 1914. On that date a new agreement was entered into with the company, and the accounts are being adjusted accordingly.

INTERCOLONIAL AND PRINCE EDWARD ISLAND RAILWAYS EMPLOYEES' PROVIDENT FUND.

The report of the fund, which has been separately furnished, shows a credit balance on March 31, 1914		$389,221 76
During the fiscal year the contribution of the employees amounted to	$105,631 91	
The contribution of the Railway amounted to	100,000 00	
		$205,631 91
Amount received for refunds, etc		184 91
To which is to be added the interest		10,515 85
Total of		$605,554 43
Total expenditure was		228,728 14
Leaving a balance to the credit of the fund on March 31, 1915		376,826 29

I have the honour to be, sir,

Your obedient servant,

F. P. GUTELIUS,

General Manager of Government Railways.

A.

STATEMENT OF SPECIAL MAINTENANCE AUTHORITIES ISSUED IN THE YEAR 1914-15.

DIVISION NO. 1.

No.	Name.	Amount of Authorization.
		$ cts.
1-1001	Rivière-du-Loup—Roof, machine shop	1,050 00
1-1002	St. Romuald	1,996 70
1-1003	Trois Pistoles	380 00
1-1004	District No. 1—Fence renewal and repairs	12,000 00
1-1005	Rivière-du-Loup subdivision—Smoke jacks	1,940 00
1-1006	Isle Verte—Roof, station building	450 00
1-1007	Ste. Luce—Renewing station platform	432 00
1-1008	Rimouski—Renewing station platform	877 50
1-1009	Bic—Renewing station platform	360 00
1-1010	Isle Verte—Renewing station platform	756 00
1-1011	Carrier—Renewing station platform	450 00
1-1012	Bagot—Renewing station platform	432 00
1-1013	District No. 1—Ballasting of tracks	17,630 00
1-1014	Levis—Renewing baggage room floor	750 00
1-1015	Nicolet spur for International Harvester Co	194 60
1-1016	Ditching mileage between 44·70 and 46·50	1,636 00
		41,334 80

DIVISION No. 2.

2-1003	Over District—Repairs and renewal of fences, etc	9,000 00
2-1004	Harcourt—Mileage 36·80	330 00
2-1005	Bathurst Overhead Bridge—Mileage 310·25	500 00
2-1006	Jacquet River Bridge—Mileage 337·80	375 00
2-1007	Fredericton Bridge—Mileage 1·00	500 00
2-1008	Doaktown Bridge—Mileage 64·38·1	1,050 00
2-1009	Stone Arch Culvert—Mileage 127·46, Moncton subdivision	350 00
2-1010	Furlottes Overhead Bridge—Mileage 338·00, Moncton subdivision	320 00
2-1011	Stone Arch Culvert—Mileage 57·80, Moncton subdivision	375 00
2-1013	Surface and off-take ditches—Fredericton subdivision	3,450 00
2-1014	Ballasting tracks, district No. 2	24,390 00
2-1015	Nicholsons Siding—Continental Lumber Co	715 00
2-1016	Miluikek—Matapedia Lumber Co	479 02
2-1017	Little River Bridge—Mileage 119·86	300 00
2-1018	Causapscal Bridge—Mileage 47·34	675 00
2-1019	Middle River Bridge—Mileage 120·61	850 00
2-1020	Beau Rivage bridge	675 00
2-1021	S. W. Miramichi bridge	7,000 00
2-1022	N. W. "	6,000 00
2-1023	Millstream bridge	900 00
2-1024	Mill Creek bridge	900 00
2-1025	Louison Brook bridge	300 00
2-1026	Nigadoo bridge	350 00
2-1027	Fredericton and Loggieville—Relay rails	43,000 00
2-1028	Bathurst Lumber Co.—Provide siding	533 46
2-1029	Fredericton—Siding for L. T. Baird	388 50
2-1030	Shelter at Priceville	125 00
		103,830 98
2-1001	Transferred to 3rd division	
2-1002	"	
2-1012	"	

SESSIONAL PAPER No. 20

STATEMENT OF SPECIAL MAINTENANCE AUTHORITIES ISSUED IN THE YEAR 1914-15—*Continued.*

DIVISION No. 3.

No.	Name.	Amount of Authorization.
		$ cts.
3-1000	Truro—Thirteen asbestos smoke jacks	1,430 00
3-1001	Truro Roundhouse—Additional generator set	450 00
3-1002	St. John Iron Works Siding—Alteration	350 00
3-1003	Halifax—Retaining wall between piers 3 and 4	1,400 00
3-1004	Halifax—Motor driven circular saw and table	300 00
3-1005	Halifax Subdivision—Replace wooden and open culverts with concrete pipes	1,100 00
3-1006	Truro Subdivision—Replace wooden and open culverts with concrete pipes	2,500 00
3-1007	Nauwigewauk—Renew station and loading platform	760 00
3-1008	Quispamsis—Renew station platform	510 00
3-1009	St. John—Repair roof of engine house	320 00
3-1010	Truro, N.S.—Repairs to roundhouse	1,275 00
3-1011	Pt. du Chêne—Renewing top of wharf	550 00
3-1012	Halifax—Repairs to top of wharves	3,050 00
3-1013	St. John Subdivision—Replace wooden and open culverts with concrete pipes	1,300 00
3-1014	Halifax Subdivision—Renew old fence	1,216 00
3-1015	St. John Subdivision—Renewing fences	3,640 00
3-1016	Truro Subdivision—Renewing old fence	4,100 00
3-1017	Halifax—Diversion of road	450 00
3-1018	District No. 3—Ballasting tracks	15,115 00
3-1019	Dartmouth—Coal & Supply Co. siding	400 00
3-1020	Kirkpatrick's siding for McDougall	300 00
3-1021	Halifax—Repair buildings	1,740 00
3-1022	The Amherst Boot & Shoe Co.—Siding extensions	450 00
3-1023	Repairs to old roundhouse—Moncton	4,900 00
3-1024	Repairs to Bridge 146·8, Truro subdivision	700 00
3-1025	Repairs to power-house and train shed, St. John, N.B.	3,500 00
3-1026	Accommodation to Londonderry station	315 00
3-1027	Repairs to D.A.R. shed, Halifax	600 00
3-1028	Applying drop points to fourteen snow ploughs, Moncton	4,900 00
3-1029	N. S. Clay Works Co., siding	300 00
3-1030	New siding at Port Elgin for Mr. Hickman	730 00
3-1031	Private siding for O'Brien and Dohoney	788 00
3-1032	Moving engine house and repairing same at Cape Tormentine	560 00
3-1033	N.S. Carriage & Motor Car Co.—Construction of siding	670 40
3-1034	Ash Pit for Truro, N.S.	550 00
3-1035	Rearranging the north approach of Moncton yard	490 00
3-1037	Removing pole line to Moncton yard	385 00
3-1036	J. Lewis & Son—Siding	732 10
3-1038	Moncton Enginehouse—Installing reflectors, plugs, and tungsten lamps	295 00
3-1039	F. Dexter & Co., Truro—Renewing hot-water boilers	684 00
2-1001	Moncton New Shops—Renew skylight frame	5,250 00
2-1002	Moncton Mechanical Shop—Replacing roof	4,900 00
2-1012	Moncton Shops—Paint walls, offices	340 00
		$74,295 50

STATEMENT OF SPECIAL MAINTENANCE AUTHORITIES ISSUED IN THE YEAR 1914-15—*Continued.*

DIVISION No. 4.

No.	Name.	Amount of Authorization.
		$ cts.
4-1001	French River Bridge, Stellarton Subdivision—Replace masonry in piers	2,800 00
4-1002	S. S. Scotia—Electric light wiring	1,000 00
4-1003	Repairs to Bridge—Pictou harbour	7,500 00
4-1004	Sydney and Stellarton—Supply six smoke jacks at each place	1,320 00
4-1005	Wallace quarry	663 00
4-1006	North Sydney—Repairs to wharf and freight shed	5,300 00
4-1007	Sydney—Repairs to roof and engine pits	1,000 00
4-1008	Stellarton—Replace steam and water pipe in engine	1,400 00
4-1009	Pictou—Renew steam pipe in engine pits	650 00
4-1010	Pictou—Repairs to wharf	1,400 00
4-1011	Point Tupper—Repairs to wharf	1,000 00
4-1012	District No. 4—Replace fences	10,000 00
4-1013	District No. 4—Ballasting tracks	19,440 00
4-1014	North Sydney—Renew station platform	650 00
4-1015	Sydney—Freight shed, roof	700 00
4-1016	Repairs to Bridge 49·25—Stellarton subdivision	897 00
4-1017	Stellarton Subdivision—Bridge 72·89	800 00
4-1018	Bridge 20·93—Stellarton subdivision	850 00
4-1019	Bridge 74·84—Stellarton subdivision	900 00
4-1020	Bridge 35·75—Tatamagouche Stellarton subdivision	600 00
4-1021	Bridge 37·55—Sydney subdivision	600 00
4-1022	Bridge M. 1008—Sydney subdivision	500 00
4-1025	Bridge 41·35—Sydney subdivision	800 00
4-1026	Bridge 41·21—Sydney subdivision	900 00
4-1027	Bridge 38·80—Sydney subdivision	700 00
4-1028	Bridge 13·17—Sydney subdivision	800 00
4-1029	Repairs to Bridge, Mileage 11·87—Sydney subdivision	600 00
4-1030	Bridge 3·9—Pugwash subdivision	1,600 00
4-1031	Gammon & Wier—Siding, 202 feet	300 00
4-1032	Bridge 82·5—Mulgrave subdivision	450 00
4-1033	Mutual Wholesale Grocery Co., Sydney Mines—Private siding, 315 feet	341 80
4-1034	Sydney Subdivision—Private siding, A. H. McSween	356 69
4-1035	Imperial Oil Co.—Pugwash Spur, private siding	305 68
4-1036	Business Siding—Tatamagouche Stellarton subdivision	551 45
A-4-13	Tool houses	800 00
B4-2-18	Mulgrave Road bridge	175 00
B4-2-23	Murphys Yankee Grant	900 00
B4-2-24	Yankee Grant	1,450 00
B4-2-26	Barney's River bridge (east)	1,000 00
B4-2-27	" (west)	2,050 00
B4-2-28	French River bridge	1,400 00
B4-2-29	Union bridge	675 00
		76,125 62

RECAPITULATION.

Division No. 1	41,334 80
" No. 2	103,830 98
" No. 3	74,295 50
" No. 4	76,125 62
	295,586 90

S. L. SHANNON,
Comptroller and Treasurer.

MONCTON, N.B.
E. & O. E.

B.

INTERCOLONIAL RAILWAY.

STATISTICAL STATEMENT of Earnings and Operating Expenses, by Divisions, Year ending March 31, 1915.

SUMMARY.	FIRST DIVISION.			SECOND DIVISION.		
	Passenger.	Freight.	Total.	Passenger.	Freight.	Total.
Train miles	909,104	1,625,492	2,534,596	688,800	1,209,370	1,898,170
Locomotive miles	964,023	1,929,449	2,893,472	707,628	1,338,231	2,045,859
Gross ton miles	296,561,629	1,303,715,848	1,600,277,477	200,727,358	890,852,218	1,091,579,576
Passengers and tons freight moved one mile	55,985,732	506,908,823	.....	32,030,520	327,642,887	....
Earnings—	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.
Passenger	1,003,129 64	.....	1,003,129 64	582,464 13	.....	582,464 13
Freight	.....	3,064,214 21	3,064,214 21	.....	1,647,547 87	1,647,457 87
Mails and express	220,042 76	.....	220,042 76	178,336 95	.....	178,336 95
Miscellaneous	13,102 62	22,479 32	35,581 94	14,111 00	23,706 52	37,817 52
Total revenue	1,236,275 02	3,086,693 53	4,322,968 55	774,912 08	1,671,164 39	2,446,076 47
Revenue per train mile	1 36	1 90	1 71	1 13	1 38	1 29
" locomotive mile	1 28	1 60	1 49	1 10	1 25	1 20
" 1,000 gross ton miles	4 17	2 37	2 70	3 86	1 88	2 24
" passenger and ton freight moved one mile	*2 18	*0 60	.....	*2 38	*0 50	.....
Surplus	176,525 48	586,962 39	763,487 87	.....	60,425 24	30,559 45
Operating Expenses—						
Maintenance of way and structures	173,376 98	302,128 59	475,505 57	160,938 74	270,698 73	431,637 47
" equipment	221,685 35	526,426 00	748,111 35	184,275 83	400,893 48	585,169 31
Traffic expenses	43,863 33	42,000 63	85,863 96	32,553 45	31,728 30	64,281 75
Station service	58,564 17	203,147 72	261,711 89	40,262 99	56,737 38	97,000 37
Yard service	20,351 82	242,224 97	262,576 79	5,457 11	39,545 60	45,002 71
Locomotive service (road)	289,697 15	733,489 38	1,023,186 53	192,305 86	521,412 86	713,718 72
Train service	145,074 47	235,128 30	380,202 77	114,823 43	154,806 23	269,629 66
Other transportation expenses	67,655 15	144,501 83	212,156 98	44,373 34	82,129 55	126,502 89
Total transportation expenses	581,342 76	1,558,492 20	2,139,834 96	397,222 73	854,631 62	1,251,854 35
General expenses	39,481 12	70,683 72	110,164 84	29,787 12	52,787 02	82,574 14
Total operating expenses	1,059,749 54	2,499,731 14	3,559,480 68	804,777 87	1,610,739 15	2,415,517 02
Cost per train mile	1 17	1 54	1 40	1 17	1 33	1 27
" locomotive mile	1 10	1 30	1 23	1 14	1 20	1 18
" 1,000 gross ton miles	3 57	1 92	2 22	4 01	1 81	2 21
" passenger and ton freight moved one mile (cents)	1 89	0 49	.....	2 51	0 49	.....
Deficit	.....	.....	.....	29,865 79	.....	.....

*Miscellaneous revenue not included.

Mont Joli to Montreal and Branches. Moncton to Mont Joli and Branches.

INTERCOLONIAL RAILWAY.—*Continued.*

STATISTICAL STATEMENT of Earnings and Operating Expenses, by Divisions, Year ending March 31, 1915.

SUMMARY.	THIRD DIVISION.			FOURTH DIVISION.			TOTAL ALL DIVISIONS.		
	Passenger.	Freight.	Total.	Passenger.	Freight.	Total.	Passenger.	Freight.	Total.
Train miles	1,024,095	936,438	1,960,533	407,017	732,362	1,139,379	3,029,016	4,503,662	7,532,678
Locomotive miles	1,117,018	1,614,144	2,731,162	445,533	1,011,179	1,346,712	3,234,202	5,893,003	9,127,205
Gross ton miles	314,203,654	831,270,958	1,145,474,612	107,409,928	403,227,026	510,636,954	918,902,569	3,429,066,050	4,347,968,619
Passengers and tons freight moved one mile	63,690,188	238,134,358	.....	24,483,309	116,331,846	.....	176,189,749	1,189,017,914	.....
	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.
Earnings—									
Passenger	1,209,571 58	.....	1,209,571 58	496,751 61	.....	496,751 61	3,291,916 96	.....	3,291,916 96
Freight	.....	1,724,938 17	1,724,938 17	.....	874,154 86	874,154 86	.....	7,310,765 11	7,310,765 11
Mails and express	170,333 03	.....	170,333 03	136,195 86	.....	136,195 86	704,908 60	.....	704,908 60
Miscellaneous	18,446 87	16,937 84	35,384 71	10,076 10	18,422 20	28,498 30	55,736 59	81,545 88	137,282 47
Total revenue	1,398,351 48	1,741,876 01	3,140,227 49	643,023 57	892,577 06	1,535,600 63	4,052,562 15	7,392,310 99	11,444,873 14
Revenue per train mile	1 37	1 86	1 60	1 58	1 22	1 35	1 34	1 64	1 52
" locomotive mile	1 25	1 08	1 15	1 44	0 88	1 14	1 25	1 25	1 25
" 1,000 gross ton miles	4 45	2 10	2 74	5 99	2 21	3 01	4 41	2 16	2 63
" passenger and ton freight moved one mile	*2 17	* 0 72	.....	*2 59	*0 75	.....	*2 27	*0 62	.....
Surplus	4,448 97	.....	.....	32,906 08	.....	.....	184,014 74	.....	6,500 00
Operating Expenses—									
Maintenance of way and structure	308,157 91	275,203 60	583,361 51	162,581 40	297,280 65	459,862 05	805,055 03	1,145,311 57	1,950,366 60
" equipment	269,495 48	355,289 11	624,784 59	114,588 21	229,231 02	343,819 23	790,044 87	1,511,839 61	2,301,884 48
Traffic expenses	49,906 37	24,579 46	74,485 83	17,834 50	20,181 15	38,015 65	144,157 65	118,489 54	262,647 19
Station service	96,692 04	361,999 89	458,691 93	37,991 40	152,951 21	190,942 61	233,510 60	774,836 20	1,008,346 80
Yard service	31,078 02	305,426 12	336,504 14	15,094 07	123,051 33	138,145 40	71,981 02	710,248 02	782,229 04
Locomotive service (road)	331,552 29	470,147 16	801,699 45	138,902 53	336,097 73	475,000 26	952,457 83	2,061,147 13	3,013,604 96
Train service	162,506 35	137,986 03	300,492 38	65,849 02	108,504 96	174,353 98	488,253 27	636,425 52	1,124,678 79
Other transportation expenses	99,780 11	90,039 10	189,819 21	39,588 37	98,979 53	138,567 90	251,396 97	415,650 01	667,046 98
Total transportation expenses	721,608 81	1,365,598,30	2,087,207 11	297,425 39	819,584 76	1,117,010 15	1,997,599 69	4,598,306 88	6,595,906 57
General expenses	44,733 94	40,475 46	85,209 40	17,687 99	31,931 93	49,619 92	131,690 17	195,878 13	327,568 30

Total operating expenses	1,393,902 51	2,061,145 93	3,455,048 44	610,117 49	1,398,209 51	2,008,327 00	3,868,547 41	7,569,825 73	11,438,373 14	
Cost per train mile	1 36	2 20	1 76	1 50	1 91	1 76	1 28	1 68	1 52	
" locomotive mile	1 24	1 28	1 27	1 37	1 38	1 49	1 20	1 28	1 25	
" 1,000 gross ton miles	4 44	2 48	3 02	5 68	3 47	3 93	4 21	2 21	2 63	
" passenger and ton freight moved 1 mile (cents)	2 19	0 87	.....	2 49	1 20	.....	2 20	0 64	.....	
Deficit	.....	319,269 92	314,820 95	.....	505,632 45	472,726 37	.....	177,514 74	.....	
	Halifax to St. John and Branches.			Sydney to Truro and Branches.						

* Miscellaneous revenue not included.

MONCTON, N.B., May 27, 1915.

S. L. SHANNON.
Comptroller and Treasurer.

C

GENERAL STOREKEEPER.

DEAR SIR,—Previous to the month of February, 1913, all the stores, except those at Moncton, Halifax and Rivière-du-Loup were under the jurisdiction of the Mechanical Department, but within the past year all the outside stores have been transferred to this department, and they have been completely reorganized. At almost all the points where transfers were made, we found conditions far from satisfactory. New materials of all kinds were mixed up with scrap and obsolete supplies. There was an unfixed responsibility, an open store, and every one helping himself. Under this system, the stores accumulated material greatly in excess of requirements. Innumerable supplies spread out promiscuously—no person knowing exactly what was on hand—consequently there were many duplicate demands for materials already in store. Since the reorganization, all material has been properly assembled, classified and carded, and placed under lock and key, with a storekeeper in charge. A requisition is demanded for every article required, and thus material is properly charged and accounted for. Similarly, we demand from each storekeeper a strict accounting for his stock, as we give him supplies for thirty days only, except a few lines such as special castings for certain engines, and also a few other lines of which he is permitted to carry a little more than thirty days' stock. Thus he must necessarily see to it that good and proper use be made of every article passing over his counter, otherwise he will be out of stock before the month's end, in which case he expects to hear from this office. I feel that a very great saving takes place every month by reason of the vigilance that the storekeeper is bound to exercise under the system which we have inaugurated.

At the present time we have, in good shape, stores at St. John, Gibson (including Newcastle), Truro, Stellarton, Sydney (including Mulgrave and Point Tupper), Halifax, and Campbellton. Stores at Rivière-du-Loup and Chaudière Junction are now undergoing reorganization. Ste. Flavie store, which was an auxiliary to the one at Rivière-du-Loup, has been practically cut out. The same applies to Loggieville store, which heretofore was under the survey of the man at Gibson.

In the working out of these improvements, I have had the hearty co-operation of the general master mechanic and master car builder, both of whom were able to decrease their respective staffs and transfer other good men to us, who act as storekeepers at better salaries than were formerly paid them as mechanical clerks or foremen, but without increasing the general expense to the railway. We have already had many evidences of increased efficiency, but inasmuch as the stores concerned have only been on a working basis since last July (some of them not that long) it is not possible to make a comparison one year with another. However, a glance at the oil and waste issue for Moncton roundhouse will give some idea of the far-reaching effect under the new order of things, and what is true as regards these items is equally certain in respect to other commodities issued here and elsewhere.

MONCTON ROUNDHOUSE OIL AND WASTE.

Engine Oil.—Formerly used, approximately, 36 barrels per month—about 1,440 gallons. Total issue last three months November, December, January, about 1,100 gallons.

Superheater Oil.—Formerly used almost 500 gallons per month. Total issues last three months, about 400 gallons.

Perfection Valve Oil.—Formerly used about 500 gallons per month. Total last three months, about 400 gallons.

Waste.—Formerly used about 4 bales per week. Now two bales last about twelve days.

During the year we have decreased a number of the stores balances very materially as the following figures will show, since July 1914, to end of November 1914:—

Truro has decreased from	$12,001 55	to	$ 6,948 46
Halifax has decreased from	23,451 88	to	21,411 37
Sydney has decreased from	18,783 21	to	16,511 45
Stellarton has decreased from	10,726 33	to	6,780 90
Rivière-du-Loup has decreased from	39,279 05	to	32,300 25

SIR,—With further reference to my previous letter in connection with the improved condition of the stores. The following comparisons will give an idea of the saving:—

Stellarton Stores (including Pictou)—

Stock on hand in July, 1914	$ 9,415 43		
" " Dec., 1914	6,790 95		
A saving in stock of			$ 2,634 48
Notwithstanding this decreased stock, we increased the issues from $4,939.21 in July to $5,491.28 in December, which means that with a decreased stock, as shown, we increased the output without increasing the cost of operation. Increased output		$ 552 07	

Truro Store—

Stock on hand in July, 1914	$11,250 94		
" " Dec., 1914	6,948 46		
A saving in stock of			4,302 48
July issues	$ 4,701 46		
December issues	5,621 49		
Increase output (no increase in cost)		$ 920 03	

Gibson Store—

Stock on hand, July, 1914	$ 8,838 97		
" " Dec., 1914	6,694 22		
A saving in stock of			2,144 75
July issues	$1,310 70		
December issues	1,647 87		
Increased output		337 17	

Campbellton Store—

Stock on hand in July, 1914	$ 7,867 89		
" " Dec., 1914	6,597 53		
A saving in stock of			1,270 36
July issues	$ 4,274 11		
December issues	4,666 82		
Output increase		$ 402 71	

Sydney Store (including Mulgrave and Pt. Tupper)—

Stock on hand, July, 1914	$17,059 09		
" " Dec., 1914	16,511 45		
Stock saving			547 64
July issues	$ 3,081 63		
December issues	4,120 72		
Increased output		$1,102 09	

St. John Store—			
Stock increased by	$ 516 42		
July issues	2,566 56		
December issues	3,060 59		
Increased output		$ 494 03	
Halifax Store—			
Stock on hand in July	$23,590 02		
" " December	21,411 37		
Saving in stock			$ 2,178 65
July issues	$ 5,878 71		
December issues	11,058 11		
Increased output		$5,179 40	
Rivière-du-Loup Store—			
Stock on hand in July, 1914	$34,718 65		
" " Dec., 1914	32,300 25		
Stock saving			2,418 40
Issues in July	$14,761 60		
" December	18,508 43		
Output increase		$3,746 83	
Chaudière Junction Store—			
July stock	$ 6,969 64		
December stock	6,263 52		
Stock saving			706 12
July issues	$ 3,739 21		
December issues	3,522 03		
Output decrease		$ 217 18	
		$12,734 33	$16,202 88

It will be seen that we have made a saving of $16,202.88 in stock, with an increased output of $12,734.33, and this has been accomplished without increasing the cost of operation.

Efficiency is clearly shown by the fact that while we have been able to make a substantial reduction in stock, the increased issue shows more work through the store, and very much closer supervision. Had the increased output occurred under the old regime, it is fair to assume that a very much larger stock would have found its way to the different stores.

At Moncton roundhouse we are saving from $8,000 to $10,000 per year on oils and waste, and while I have not got figures from outside stores on individual items, we know that the storekeepers are closely watching their stock, and economy must necessarily be the result.

Yours truly,

W. F. TAYLOR,

General Storekeeper.

D

GENERAL FUEL AGENT.

The details of the $50,000 are as follows:—

Saving in purchase price:—		
I.C. Ry. bituminous coal	$34,070 73	
P.E.I. Ry. bituminous coal	1,100 00	
N.T. Ry. bituminous coal	840 00	
		$36,010 73
Anthracite coal		141 22
Kindling wood		739 68
Increased profit on coal sold other railways		1,349 12
Saving in using run-of-mine coal instead of selected		8,500 00
Saving in handling of coal		3,760 00
		$50,500 75

Organization.—The Fuel Department was organized September 1, 1913; previous to this the fuel was partly under the superintendent of motive power, and partly under the general storekeeper, the purchasing and awarding of contracts being attended to by the general purchasing agent and by the Department of Railways and Canals. The line has been divided into two districts, each under the supervision of a district fuel inspector. This permits of closer supervision and more attention to details of supply, quality, issues, and handling. The forms have been revised and are so arranged that a closer check is kept on receipts, expenditures, and issues, and are so that information can now be got more quickly.

Grade.—More care has been taken to see that coal suitable to the required service has been purchased, and a saving therefore obtained.

Coal is altogether purchased by weight now, whereas formerly it was partly purchased by weight and partly by measurement.

Distribution.—The coal is received for distribution at points more to the advantage of the railway than formerly. More care is taken in shipping to the different coaling stations, and diversion of cars is greatly reduced. This effects considerable saving on account of switching, and also lessens the clerical work to a large extent.

Cost.—Coal was purchased at a slightly lower cost per ton and, owing to this and better distribution, grade of coal used, and more economical handling, the cost of coal has been reduced considerably and a saving of not less than $50,000 made for the year.

E

INTERCOLONIAL AND PRINCE EDWARD ISLAND RAILWAYS EMPLOYEES' RELIEF AND INSURANCE ASSOCIATION.

Twenty-fifth Annual Report.

To the Members of the Intercolonial and Prince Edward Island Railways Employees' Relief and Insurance Association.

Gentlemen,—The following audited statements, showing the operations of the association, for the fiscal year ended June 30, 1914, are herewith submitted for the information of the members, as required by section 119 of the constitution.

These statements are as follows:—

1. Statement of receipts and expenditures.
2. Statement of assets and liabilities.
3. Statement showing the total disability claims paid.
4. Statement showing the number of deaths, the cause of each death, the amount of insurance in each case, and to whom paid.
5. Statement showing the amount paid for sick and accident indemnity, and for surgical and medical attendance, in each district separately, and cost per member for the year.
6. Detailed statement of the expenses of management.

The total receipts for the year from all sources were		$ 94,779 23
Add the credit balance on the 30th June, 1913		39,714 58
		$134,493 81
The total expenditures were		87,025 46
Leaving a credit balance of		$47,468 35
Less estimated outstanding liabilities		6,500 00
Net surplus, June 30, 1914		$40,968 35

Sick and Accident Fund.

The expenditures in this fund last year were $35,314.18, and this year they are shown to be $36,754.69, an increase of $1,440.51. A credit balance of $19,426.90 is shown in this fund.

Temporary Employees' Accident Fund.

This fund shows a surplus of $20,672.

Death and Total Disability Fund.

This statement shows that eighty-three death and total disability claims were assessed and paid during the year:—

Seventy-six death claims due to natural causes, aggregating		$28,250 00
Seven death claims due to accidental injuries, aggregating		2,500 00
		$30,750 00
Six total disability claims, aggregating		3,000 00
		$33,750 00
The amount paid last year from this fund was		40,000 00

The attention of members is directed to the section of the constitution providing for the election, by each district, of its secretary, executive committee, and delegates to the annual meeting on the last Wednesday in September, and for the holding of the annual meeting in Moncton on the second Wednesday in October.

F. P. GUTELIUS,

President.

MONCTON, N.B., August 25, 1914.

AUDITOR'S REPORT.

I certify that I have thoroughly audited the accounts of the Intercolonial and Prince Edward Island Railways Employees' Relief and Insurance Association, for the year ended June 30, 1914, and have to report that the same have been carefully and correctly kept. The statements of revenue and expenditure, printed in this, the twenty-fifth annual report, show accurately the financial operations of the year, and the balance shown in the bank has been compared with the bank book and verified.

W. F. SEARS,

Auditor.

MONCTON, N.B., August 25, 1914.

Statement showing the amount credited to the Intercolonial and Prince Edward Island Railways Employees' Relief and Insurance Association, by the Intercolonial and Prince Edward Island Railways, during the year ended June 30, 1914:—

Amount of premiums collected from Intercolonial and Prince Edward Island Railways' Pay Lists	$77,288 96
Premiums collected from Railways' and Provident Fund Vouchers.	670 05
Annual Contribution from the Intercolonial and Prince Edward Island Railways	10,000 00
Intercolonial and Prince Edward Island Railways' Fines	392 95
Intercolonial Railway Cash Premiums	42 53
	$88,394 49

S. L. SHANNON,

Comptroller and Treasurer Canadian Government Railways.

Statement showing the amount of deposits in, and the amount of withdrawals from the Bank of Montreal, during the year ended June 30, 1914:—

DR.

June 30, 1913, to balance in bank		$ 42,910 02
June 30, 1914, to deposits and interest during the year		95,471 22
		138,381 24

CR.

June 30, 1914, by cheques paid during the year		87,347 31
Balance in bank June 30, 1914		51,033 93
NOTE:—Amount of deposit shown above	$ 95,471 22	
Less this amount collected in 1912-13, but not deposited until 1913-14	7,986 28	
	$ 87,484 94	
Add this amount collected in 1913-14, but not deposited until 1914-15	7,294 29	
Total receipts, 1913-14	94,779 23	

Certified correct,

W. F. SEARS, *Auditor.*

W. C. PAYER, *Secretary.*

No. 1.—Statement of Receipts and Expenditures.

Receipts.

June 30, 1913,	By	Balance			$ 39,714 58	
June 30, 1914,	"	Premiums from railways' pay lists	$ 77,288 96			
	"	Premiums from railway vouchers	670 05			
	"	Cash, auditor of disbursements	42 53	$78,001 54		
	"	Cash from members not on duty		172 81		
	"	Railways' contribution		10,000 00		
	"	Railway fines		392 95		
	"	Premiums from S. & A. vouchers, refunds, etc		681 85		
	"	Death levies from retired members		3,688 19		
	"	Annual fees from retired members		672 50		
	"	Examination fees		14 00		
	"	Interest on monthly balances		1,155 39	94,779 23	$134,493 81

Expenditures.

June 30, 1914,	To	Sick and Accident indemnity	20,369 75	
	"	Medical and surgical attendance	16,384 94	
	"	Death and total disability claims	33,750 00	
	"	Examination fees	6 00	
	"	Temporary employees' accident fund	9,213 34	
	"	Operating expenses	7,301 43	$7,025 46
				$47,468 35

Certified correct,

W. F. SEARS,
Auditor.

W. C. PAYER,
Secretary.

Details.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.
SICK AND ACCIDENT FUND.					
Receipts.					
Credit balance from last year		17,517 61			
Premiums from paylists and vouchers and cash from members not on duty, etc.	31,744 57				
Proportion of railways' contribution	5,371 07				
Railway fines	392 95				
Interest on monthly balances	1,155 39	38,663 98	56,181 59		
Expenditures.					
Sick and Accident indemnity		20,369 75			
Medical and surgical attendance		16,384 94	36,754 69	19,426 90	
TEMPORARY EMPLOYEES' ACCIDENT FUND.					
Receipts.					
Credit balance from last year		18,467 49			
Premiums from pay lists and vouchers		13,417 85	31,885 34		
Expenditures.					
Accident indemnity		4,228 00			
Surgical attendance		2,735 34			
Death indemnity—					
Robert Bartlett	250 00				
Oscar Hingley	250 00				
I. W. Banks	250 00				
W. R. Cray	250 00				
Ralph Noyes	250 00				
Laurent Tanguay	250 00				
Charles Hughes	250 00				
Irvine McManus	250 00				
F. L. Jacobs	250 00	2,250 00			
Amount transferred for operating expenses		2,000 00	11,213 34		
				20,672 00	
DEATH AND TOTAL DISABILITY FUND.					
Receipts.					
Credit balance from last year		3,729 48			
Premiums from pay lists and retired members	37,381 97				
Examination fees	14 00	37,395 97	41,125 45		
Expenditures.					
Death claims		30,750 00			
Total disability claims		3,000 00			
Examination fees		6 00	33,756 00		
				7,369 45	
MANAGEMENT.					
Receipts.					
Proportion of railways' contribution		4,628 93			
Annual fees from retired employees		672 50	5,301 43		
Expenditures.					
Operating expenses		7,301 43			
Less amount transferred from the Temporary Employees' Accident fund to operating expenses, etc., for the year ended June 30, 1914		2,000 00	5,301 43		
Surplus				47,468 35	

Certified correct,

W. F. SEARS, *Auditor.* W. C. PAYER, *Secretary.*

No. 2.—Statement of Assets and Liabilities.

Assets—			
Surplus as per Statement No. 1			$ 47,468 35
Outstanding Liabilities (Estimated)—			
Sick and Accident Fund—			
Sick and Accident indemnity	$ 500 00		
Medical and surgical attendance, etc	3,000 00		
District doctors' salaries (two months)	2,000 00		
		$ 5,500 00	
Temporary Employees' Accident Fund—			
Accident indemnity	500 00		
Surgical attendance, etc	500 00	1,000 00	6,500 00
			40,968 35

Certified correct,

W. F. SEARS, *Auditor.*

W. C. PAYER, *Secretary.*

INTERCOLONIAL AND PRINCE EDWARD ISLAND RAILWAYS EMPLOYEES' PROVIDENT FUND.

Eighth Annual Report.

Moncton, N.B., May 31, 1915.

To all Officers and Employees, Contributors to the above Fund:

Gentlemen,—By instruction of the Provident Fund Board we beg to submit for your information the following report of the operations of the Provident Fund for the fiscal year ended March 31, 1915.

The personnel of the Provident Fund Board for that year was as follows: F. P. Gutelius, General Manager, Canadian Government Railways, Chairman, Moncton, N.B.; S. L. Shannon, Comptroller and Treasurer, Canadian Government Railways, Moncton, N.B.; H. H. Melanson, General Passenger and Ticket Agent, Canadian Government Railways, Moncton, N.B., appointed by the Minister; Willard P. Hutchinson, Train Despatcher, Intercolonial Railway, Moncton, N.B.; Bliss A. Bourgeois, Chief Clerk, Intercolonial Railway, Moncton, N.B., elected by the employees.

Four regular meetings of the board, as required by the regulations, were held during the year.

The following is a statement of the receipts and expenditures during the year ended March 31, 1915:—

Balance at the credit of the fund on the 31st March, 1914			$ 389,221 76
The contributions made by employees during the year, being 1½ per cent of their monthly salary and wages were	$ 105,631 91		
The contributions made by the railways were	100,000 00		
			205,631 91
Amount received for refunds, etc			184 91
Interest accrued (at 3 per cent)			10,515 85
			$ 605,554 43

The amount contributed by the employees is shown to exceed by $5,631.91 the amount contributed by the railways. By reference to section No. 4 of the Provident Fund Act, it will be noted that the maximum sum the railways are authorized to contribute to the fund in any one year must not exceed $100,000.

The expenditures were:—

For retiring allowances	$ 214,976 28	
For contributions refunded in cases of deceased employees	2,911 35	
For contributions refunded, which were deducted in error	678 87	
For contributions refunded to discharged employees, etc	1,194 03	
Medical examinations for probationers entering service, etc.	2,026 00	
Medical examinations for employees retiring from service	180 50	
For election expenses	451 21	
For salaries and travelling expenses, secretary's office	5,211 09	
For board members—Time lost and travelling expenses	31 14	
For stationery, printing, postage, etc	1,067 67	$228,728 14
Balance to the credit of the fund on the 31st March, 1915		$376,826 29

The following statement shows the amount which was contributed by the railways, and the amount which was contributed by the employees to the Provident Fund, in each fiscal year, since the fund has been in operation. It also shows the number of employees retired, the number of deaths among the same, and the amount paid for retiring allowances in each year. The average amount of the retiring allowances, paid in the month of March in each year, is also shown.

For Fiscal Year.	Amount contributed by Railways	Amount contributed by Employees.	No. of Employees placed on Fund.	No. of retired Employees Died.	Amount paid for Retiring Allowances.	Average monthly Allowance paid in March.	Balance at credit of fund.
	$ cts.	$ cts.			$ cts.	$ cts.	$ cts.
1907-8	82,707 74	82,707 74	142	11	23,913 04	25 49	139,249 21
1908-9	75,306 41	75,306 41	88	17	64,067 63	25 63	225,898 31
1909-10	69,949 70	69,949 70	168	17	103,628 20	26 30	255,585 08
1910-11	71,296 42	71,296 42	51	23	121,014 34	26 56	273,480 01
1911-12	81,119 81	81,119 81	29	23	125,131 32	26 04	309,234 71
1912-13	85,365 23	85,365 23	63	36	133,539 69	26 78	346,028 57
1913-14	99,805 03	99,805 03	108	37	152,674 81	27 37	389,221 76
1914-15	100,000 00	105,631 91	185	42	214,976 28	28 99	376,826 29

It will be noted by the above statement of receipts and expenditures that the amount of the contributions received from the railways and from the employees during the year was $205,631 91

And the expenditures were 228,728 14

Showing that during the year the expenditures exceeded the receipts 23,096 23

The gross surplus, including interest, to the credit of the fund on March 31, 1915, was $376,826 29

The Act provides that two members of the Provident Fund Board shall be elected annually, and it was therefore necessary in January, 1915, to arrange for the election of these two members to serve during the year ending March 31, 1916.

Notice calling for the nomination of candidates was accordingly posted as required by the rule, and the election was held in February, 1915.

The two members elected were: Willard P. Hutchinson, Train Despatcher, Intercolonial Railway, Moncton, N.B.; Bliss A. Bourgeois, Chief Clerk, Intercolonial Railway, Moncton, N.B.

The personnel of the board as at present constituted is as follows: F. P. Gutelius, General Manager, Canadian Government Railways, Chairman, Moncton, N.B.; S. L. Shannon, Comptroller and Treasurer, Canadian Government Railways, Moncton, N.B.; H. H. Melanson, General Passenger and Ticket Agent, Canadian Government Railways, Moncton, N.B., appointed by the Minister; Willard P. Hutchinson, Train Despatcher, Intercolonial Railway, Moncton, N.B.; Bliss A. Bourgeois, Chief Clerk, Intercolonial Railway, Moncton, N. B., elected by the employees.

W. C. PAYER, *Secretary.*

F. P. GUTELIUS, *Chairman.*

ANNUAL REPORT OF CHIEF ENGINEER'S DEPARTMENT 1914-15.
INTERCOLONIAL RAILWAY.

(NOTE.—Mileage shown covers actual length of track.)

ROAD-BED AND TRACK.

Subdivision or Branch.	TABLE OF MILEAGES.			
	Main Line	Second Main Line	Passing Sidings	Other Sidings and Spurs.
	Miles.	Miles.	Miles.	Miles.
District No. 1—				
Mont Joli	83·44	.....	8·35	21·00
Riviere-du-Loup	118·13	.....	22·21	18·80
Lévis	22·67	0·60	1·75	6·93
Chaudière	115·79	.....	11·10	16·55
Nicolet	16·40	.....	0·60	0·90
Rivière Ouelle wharf	6·19	.....	0·90	0·00
Rivière-du-Loup wharf	.....	.....	.....	4·80
Rimouski	.....	.....	.....	2·10
Ste. Rosalie junction to Montreal, (joint section)	37·63	.....	.....	.....
Total	400·25	0·60	44·91	71·08
District No. 2—				
Moncton	185·57	.....	17·89	48·37
Dalhousie	6·28	.....	.....	1·42
Campbellton	105·38	.....	9·05	7·38
Fredericton	110·62	.....	4·45	7·85
Loggieville	13·77	.....	1·03	6·28
Total	421·62	.....	32·42	71·30
District No. 3—				
Halifax	62·12	14·04	7·95	57·57
St. John	89·31	3·05	13·00	53·08
Truro	123·52	7·13	19·35	30·00
Dartmouth	14·94	.....	0·25	1·60
Point du Chêne	11·98	.....	1·00	3·50
Total	301·87	24·22	41·55	145·75
District No. 4—				
Sydney	101·92	.....	4·5	34·53
Mulgrave	122·30	2·00	8·2	16·10
Stellarton	79·40	.....	3·0	15·70
Trenton	8·24	.....	0·3	4·70
Pugwash	4·54	.....	.....	2·00
Pictou	1·50	.....	0·4	2·70
Sunny Brae	12·48	.....	0·2	0·69
Total	330·48	2·00	16·6	76·42

SUMMARY INTERCOLONIAL RAILWAY.

District No.	Table of Mileages.			
	Main Line.	Second Main Line.	Passing Sidings.	Other Sidings and Spurs.
	Miles.	Miles.	Miles.	Miles.
1	400·25	0·60	44·91	71·08
2	421·62	.....	32·42	71·30
3	301·87	24·22	41·55	145·75
4	330·48	2·00	16·60	76·42
Total for I.C.R.	1,454·22	26·82	135·48	364·55

SUMMARY CANADIAN GOVERNMENT RAILWAYS.

Railway.	Table of Mileages.			
	Main Line.	Second Main Line.	Passing Sidings.	Other Sidings and Spurs.
	Miles.	Miles.	Miles.	Miles.
Intercolonial	1,454 22	26·82	135·48	364·55
Prince Edward Island	275·20	.....	31·20	.....
National Transcontinental	455·15	.....	35·85	18·75
International	111·30	.....	1·90	5·97
St. John and Quebec	118·82	.....	4·08	3·45
New Brunswick and Prince Edward Island	35·79	.....	0·93	3·56
Total	2,450·48	26·82	209·44	396·28

RAILS.

The main line has been relaid with new 85-pound rails on the several districts as follows:—

District No.	*Miles of Track.*
1	44·55
2	22·99
3	26·76
4	23·74
Total track miles of new 85 pound rail laid	118·04

With the good relay rail released in laying the above, the main track was relaid at various mileages, and all piped, excessively battered or otherwise defective rails removed from the track.

The mileage of the various weights of rail in the main tracks of through main line and branches is as follows:—

Weight of rail.	56-lb.	67-lb.	70-lb.	80-lb.	85-lb.
District No. 1—Miles		21·03	16·00	315·92	47·30
District No. 2—Miles	5·45	104·09		289·09	22·99
District No. 3—Miles	5·20	21·72		248·19	26·76
District No. 4—Miles	12·48	90·28		203·98	23·74
Totals	23·13	237·12	16·00	1,057 18	120·79

New 85-pound rails purchased and allotted in 1914 have been distributed for laying as follows:—

District No.	*Track Miles.*
1	23·79
2	26·00
3	10·00
4	11·00
Total	70·79

The laying of this new rail will be proceeded with as soon as the season is sufficiently advanced; 2,168 track miles of worn-out 67-pound rails, and 20,155 miles of 56-pound rails have been replaced with 80-pound branch line rail.

TIE RENEWALS.

Track ties have been renewed during the year as follows:—

District.	Main Line.	Average per Mile.	Sidings and Spurs.	Average per Mile.
	No.	No.	No.	No.
No. 1	126,705	311	25,582	220
No. 2	165,546	393	16,355	157
No. 3	155,515	477	24,642	131
No. 4	167,284	506	8,362	90
	615,050	415	74,941	150

A total of 247 sets of switch ties were renewed during the year.

BALLASTING.

Ballasting of road-bed has been completed over the following mileage:—

District No. 1	30·80 miles.
District No. 2	10·34 miles.
District No. 3	38·64 miles.
District No. 4	25·00 miles.
Total	104·78 miles.

DITCHING.

A total of 24·04 miles of ditching has been completed to provide better drainage for road-bed.

TILE UNDERDRAINS IN WET CUTS.

Fredericton subdivision, 1,577 feet of underdrain pipe laid; Sydney subdivision, 1,000 feet of 8-inch underdrain pipe laid.

PROTECTION OF EMBANKMENTS AND CUTTINGS.

At mile 83·4, Mulgrave subdivision (Holloway grant) the cribwork has been reinforced with considerable quantity of heavy stone.

ROCK CUTTINGS.

At various points on the line, loose and dangerous rocks have been removed from the sides and slopes of cuttings.

NEW TRACKS AND CHANGES IN MAIN LINE.

Double Track Construction.

District No. 1—Lévis Subdivision.—Between St. Romuald and Chaudière, 0·60 mile of the 3·75 miles of second main line under construction has been put in operation. The contractors have completed the grading on the balance, and railway forces are now laying the track. This work will be entirely completed this year.

District No. 2—Loggieville Subdivision—Nelson to Derby Junction Diversion.—A new line has been constructed from a point on the Intercolonial Railway main line one-half mile east of Derby Junction station, to a point on the Loggieville subdivision at Nelson, a distance of 2·69 miles. By the construction of this diversion the old line from Nelson to Chatham Junction, a distance of 5 5 miles, has been abandoned, and the distance between Chatham and the Intercolonial Railway main line reduced by 2·81 miles.

The grading of this track was completed under contract by K. A. Morrison. The tracklaying and ballasting was completed by railway forces. The new line was opened for traffic on January 10, 1915. (See diagram.)

District No. 4—Sydney Subdivision—Leitche's Creek Diversion.—During the year, construction of the Leitche's Creek diversion was commenced, and this line put in operation January 10, 1915. The grading was carried out by the Union Construction Company, under contract, and the tracklaying and ballasting by railway forces. This line is 4·26 miles long, running from North Sydney to Leitche's Creek, and has been laid with 80-pound rails.

By the completion of this diversion, a loop was created with the old main line from Georges River to Leitche's Creek. The new line has been incorporated in the main line of the Sydney subdivision, and the old main line from Georges River to Leitche's Creek, and the branch from North Sydney to North Sydney Junction, has been abandoned. By this, a 1·2 grade between Georges River and Leitche's Creek has been eliminated, and the towns of Sydney Mines, North Sydney, Florence, and Little Bras d'Or have been placed on the main line instead of a branch as heretofore. This change lengthens the distance from Point Tupper to Sydney from 91·17 miles to 101·92 miles. The track has not yet been lifted to final grade. (See diagram.)

MEETING SIDINGS.

New meeting sidings, or extensions of meeting sidings, have been constructed at the following points:—

		Feet.
District No. 1—		
Trois Pistoles	Extension	800
St. Alexander	"	1,173
Montmagny	New	1,590
St. Valier	Extension	640
Total		4,203
District No. 2—		
Canaan	Extension	1,700
Harcourt	"	2,700
Lakeland	"	1,400
Beaver Brook	"	1,960
Bartibogue	"	1,860
Jacquet River	"	1,480
Moffatts	New	2,000
Sayabec		359
Total		13,459
District No. 3—		
Sackville	Extension	100

SUMMARY OF MEETING SIDINGS CONSTRUCTED

	Feet.
District No. 1	4,203
" No. 2	13,459
" No. 3	100
" No. 4	Nil.
Total	17,762

BUSINESS SIDINGS, ETC.

Business sidings, loading tracks, and various track changes have been constructed as follows:—

		Feet.
District No. 1—		
Trois Pistoles	Extension	200
Montmagny	Cross-over	175
Drummondville	Coal plant	1,493
Total		1,868
District No. 2—		
Berry's Mills	Extension	1,220
Campbellton	New	1,374
Total		2,594
District No. 3—		
Siding to power-house, deep water	New	300
Richmond, track to turntable		475
Richmond, three tracks, pier No. 7		1,550
Truro loading siding	New	600
Thomson loading siding	Extension	200
Buctouche Junction	New	370
Sussex, military siding	Extension	600
Apohaqui, military siding	"	120
St. John, military siding	New	921
Dartmouth, military siding	Extension	350
Total		5,486
District No. 4—		
Orangedale	Extension	400
Leitche's Creek	"	620
Mile 100.84	"	300
Riversdale	"	300
Ferrona Junction	"	200
Tetemagouche	"	613
Total		2,433

SUMMARY OF BUSINESS SIDINGS CONSTRUCTED.

	Feet.
District No. 1	1,868
" No. 2	2,594
" No. 3	5,486
" No. 4	2,433
Total	12,381

PUGWASH SPUR.

A spur, 8,050 feet long, across Pugwash harbour to the plant of the Nova Scotia Clay Works, has been completed sufficiently to allow for traffic up to station 5216, and the balance of the line (834 feet) is held up awaiting execution of standard siding agreement by the Nova Scotia Clay Works Company. A 392-foot pile bridge, completed with the exception of D.G. 85-foot 6-inch swing span to concrete pier, this gap being temporarily filled with pile bents; 5,216 feet of the track ballasted.

PRIVATE SIDINGS.

Location.	Name of Person or Firm.	Feet.
District No. 1—		
Mont Joli	Can. Gulf Terminal Rly	123
St. Romuald	H. Atkinson	1,800
	Total	2,223
District No. 2—		
Bathurst	Bathurst Lumber Co. Ltd	383
Fredericton S.D. M. 4·71	Renous Lumber Co	350
Fredericton S.D. M. 48·16	Willard Wilson	272
Fredericton S.D. M. 87·50	A. W. Fraser	300
Fredericton	R. T. Baird	350
	Total	1,655
District No. 3—		
Halifax S.D. M. 16·48	Stephen Bros	277
Lantz	Nova Scotia Clay Works	247
Shubenacadie	McDougall Bros	350
Amherst	Can. Car & Foundry Co	175
Amherst	Malleable Iron Works	523
Amherst	Nova Scotia Carriage & Motor Co	713
Moncton	Acadie Sugar Refinery Co	160
St. John	Exhibition Association	310
St. John	St. John Iron Works	505
Dartmouth	Dartmouth Coal Supply Co.	208
Woodside	Acadie Sugar Refinery Co	2,250
	Total	5,718
District No. 4—		
Sydney S.D. M. ·68	A. H. McSween	250
Sydney S.D. M. 84·06	Sydney Mines Grocery Co	328
New Glasgow	Gammon & Wier	202
Mulgrave S.D. M. 10·50	N.S. Coal, Iron & Rly Co	180
Mulgrave S.D. M.	Colonial Lumber Co	200
Pugwash	Imperial Oil Company	230
Wallace	P. Lyall & Son	1,000
Sunny Brae	J. S. & P. A. McGregor	489
	Total	2,879

SUMMARY OF PRIVATE SIDINGS CONSTRUCTED.

	Feet.
District No. 1	2,223
District No. 2	1,655
District No. 3	5,718
District No. 4	2,879
Total	12,475

WATER SERVICE.

District No. 1.—Chaudière Junction water tank was destroyed by fire November 26, 1914. A new No. 1 inclosed 40,000-gallon tank is being erected to replace the one destroyed.

St. Andre: Station water supply installed.

District No. 2.—Matapedia: A new gravity water supply was installed consisting of 8-inch cast-iron pipe, 5,273 feet long, concrete dam 150 feet long, and standard 10-inch stand-pipe; also a fire hydrant placed near station and freight shed, equipped with necessary hose.

Routhierville (Assametquaghan): A new gravity water supply was installed, consisting of 10-inch cast-iron pipe, 770 feet long, concrete dam, and standard 10-inch stand-pipe.

Campbellton: 8-inch cast-iron pipe, 6,000 feet long, was laid to replace an existing 6-inch pipe which was not delivering sufficient supply for the terminal point requirements.

Harcourt: Moved stand-pipe to 18-foot standard clearance.

Val Brillant: Put in temporary 15,000-gallon tank in place of old tank destroyed by fire.

Amqui: Extended 6-inch sewer 35 feet.

All tank spouts below the standard height have been raised to standard.

District No. 3.—Halifax: Installed water service on new pier No. 2.

Installed water and steam pipes, 1,200 feet long, in car-cleaning yard.

Stand-pipes moved to standard clearance at the following places: Willow Park and Windsor Junction, Truro, Springhill Junction, Amherst, Sackville, Moncton, Sussex, St. John.

Sussex: Water tank moved and new stand-pipe erected.

St. John: Water pipes at Gilbert Lane rearranged.

District No. 4.—Mulgrave: A complete fire-protection system has been installed for station, freight shed, transfer, and ice-houses, consisting of a high-pressure pump in power-house, with a connection to the sea and a line of 6-inch and 4-inch cast-iron pipes leading to four fire hydrants. The hydrants have been covered with small houses, and equipped with 900 feet of 2½-inch fire hose, and the proper nozzles and wrenches.

North Sydney: Water pipes laid to stock pen.

James River: Water pipes to station and pump installed.

General.—In addition to the above, all necessary repairs have been made to water stations and water service equipment.

BUILDINGS.

New buildings, platforms, alterations and additions to existing buildings were constructed as follows:—

District No. 1—Mont Joli Subdivision.—Three stations painted standard colours.

Trois Pistoles: New umbrella roof erected. One platform renewed to standard.

Rivière-du-Loup Subdivision.—Seven cattle pens relocated and repaired. One platform renewed to standard.

Lévis Subdivision.—Hadlow: New unloading platform for quarantine sidings. Two platforms repaired.

Lévis: Temporary station (wood) 40 by 60 feet. Gas building (corrugated iron) 15 feet by 35 feet. Boiler room 30 feet by 35 feet (corrugated iron).

Chaudière Subdivision.—St. Perpetue: New standard No. 5 combined passenger station 66 feet by 21 feet 6 inches erected.

St. Leonard Junction: Standard tool house.

Nicolet Subdivision.—Nicolet: Standard tool house.

District No. 2—Moncton Subdivision.—Canaan: New standard tool house.

Rogersville: New standard tool house.

Collets: Shelter, 10 feet by 16 feet, taken from abandoned line, Chatham Junction to Blackville.

Elm Tree: Shelter, 16 feet by 20 feet.

Campbellton: New veranda on rest house.

Bathurst: Freight shed extension, 60 feet.

Richards: Shelter, 10 feet by 16 feet, taken from abandoned line between Chatham Junction and Blackville.

Birch Ridge: New cinder platform.

Campbellton Subdivision.—Matapedia: Station platform extended 50 feet. Freight shed extended 40 feet.

Dawsons: Standard 30-foot platform.

Routhierville: Standard 220-foot platform. Standard 14 feet by 20 feet freight shed.

St. Moise: Standard 16 feet by 20 feet coal shed.

Val Brillant: Standard cinder platform.

Podone: Loading platform, 55 feet long, with ramp 55 feet long each end. Stock pens, standard two-car.

Princeville: Shelter taken from abandoned line, Chatham Junction to Blackville.

Fredericton Subdivision—Millerton: Freight shed extended 40 feet.

Upper Blackville: Tool house taken from abandoned line, Chatham Junction to Blackville.

Boiestown: Tool house taken from abandoned line, Chatham Junction to Blackville.

District No. 3.—Halifax Subdivision—Halifax: Temporary power-house new pier No. 2.

Raised grain elevator conveyors 20 feet, increasing the delivery capacity from 3,000 bushels per hour to 15,000 per hour. Installed new driving motor. Built new hard-coal bin.

Richmond: Replaced car repair building with second-hand building.

Birch Cove: New standard No. 2 shelter.

Kings: New standard No. 2 shelter.

Elmsdale: New tool house.

Alton: New tool house.

Truro Subdivision.—Truro: New tool house; new hard-coal bin; thirteen standard ventilating smoke jacks on round house; bunk-house; shelter for ash-pit men.

Londonderry: Installed lavatories with flush closets in station.

Amherst: Relocated engine house, and added shed for one car coal.

Sackville: Extended station platform 150 feet.

College Bridge: Moved old station 100 feet north, and converted it into dwelling. Built concrete platform.

St. John Subdivision.—Moncton: Erected two fire escapes on general offices. A new transfer platform 370 feet by 12 feet has been built near the freight shed, to take the place of the transfer shed, which was located in the "Y" and has been taken down. The location of the transfer shed involved an excessive amount of shunting, and additional staff, which has been reduced by the new location.

Sussex: Moved freight shed. Moved three buildings belonging to S. H. White and Company. Built new concrete station platform 10 feet by 600 feet, and wooden island platform 10 feet by 600 feet. New stock pen.

Kinghurst: New shelter.

St. John: New heating system in Island yard office.

General—District No. 3.—11 cattle pens were moved from alongside the main line to suitable locations on side tracks.

District No. 4.—Sydney Subdivision.—Point Tupper: Two hydrant houses 4 feet 6 inches by 4 feet 6 inches.

Cleveland: Shelter station moved to mile 10·3, and name changed to "Morrisons."

Mile 22·5: New loading platform, 150 feet long.

Orangedale: New loading platform, 120 feet long.

Iona: New cattle pen, 20 feet by 20 feet.

Christmas Island: Extended platform 50 feet, and made standard height.

Boisdale: Station platform, 267 feet long, made standard height.

North Sydney: Extended platform 50 feet.

Sydney: New stock pen, 45 feet by 48 feet. Replaced six smoke jacks with six standard asbestos smoke jacks.

Five stock pens have been relocated on this subdivision.

Mulgrave Subdivision.—Valley: New standard tool house.

West River: Catch basin at tank.

Glengarry: New standard tool house.

Lorne: New loading platform, 80 feet long.

Stellarton: Six smoke jacks on engine house replaced with six standard asbestos jacks.

West Merigomish: New standard tool house.

Piedmont: New catch basin at tank.

Avondale: New standard tool house.

Antigonish: New standard tool house.

Tracadie: Station platform, 260 feet long, lowered to standard.

Mulgrave: Four new hydrants, 4 feet 6 inches by 4 feet 6 inches.

Eight stock pens have been relocated on this subdivision.

Stellarton Subdivision.—Oxford Junction: New catch basin at tank.

Pugwash Junction: New standard tool house.

Mile 39·72: New cinder platform, 50 feet long.

Scotsburn: Platform lowered to standard.

Sylvester: New standard tool house.

Seven stock pens have been relocated on this subdivision.

(In addition to the above, necessary repairs were made to buildings and platforms, and twenty buildings painted.)

FENCING—NEW AND REPAIRS.

Some 12·16 miles of standard woven wire fence has been erected, and 400 rods of standard board fence erected as follows:—

District No. 1—

	Miles.
Rivière-du-Loup, new wire fence	2·63
Lévis, new wire fence	0·12
Chaudière, new wire fence	0·50
Total	3·25

	Miles.
District No. 2—	
Loggieville, new wire fence	0·11
District No. 3—	
Built 400 rods standard board fence around new shops at Moncton.	
District No. 4—	
Sydney Subdivision	8·8

MAIL CATCHERS.

A mail catcher was erected at Chenard, on the Rivière-du-Loup subdivision.

TERMINAL IMPROVEMENTS.

District No. 1—Mont Joli: Station grounds beautified by two garden plots and new fencing. Additional 6-foot by 16-foot return tubular boiler and feed pump installed in power plant. Erected ten 40-foot by 60-foot covered pens, and twenty 20-foot by 50-foot pens for horses. Steel work in engine house painted.

Rivière-du-Loup: Renewed seven smoke jacks in engine house with standard asbestos ventilating smoke jacks. Painted steel work in engine house and machine shop. Installed feed pump in power plant, and repaired ash pit.

Chaudière Junction: Relocated and converted old blacksmith shop into stores building, and improved old stores.

Lévis: Installed four new Pintsch gas holders.

District No. 3.—Halifax: New concrete No. 2, 792 feet long, with two-story concrete shed, completed by contract.

Halifax Ocean Terminals: See supplementary report.

Richmond: Completed rearrangement of yard.

Truro: Paved esplanade and built 190 square yards concrete sidewalk along back of station. Built lawn on esplanade, 310 feet by 65 feet. Installed electric generator from St. John.

Moncton: Repaired engine house and extended six stalls for large Pacific type locomotive. Rearranged electric poles in yard. Replaced three-throw switch east end of yard with lap switch.

St. John: Paved Mill street with granite blocks, 642 square yards.

District No. 4.—Point Tupper: Fire protection installed, including two hydrants, one fire plug, high pressure pump, two hydrant houses, and 800 feet of fire hose; 1,000 feet of 8-inch tile laid in yard; 1,000 feet of standard woven wire fence were erected.

Sydney: New stock pen, 45 feet by 48 feet, and six standard asbestos smoke jacks in engine house.

Mulgrave: Fire protection system installed, including four hydrants, high pressure pump, four hydrant houses, and 900 feet of fire hose.

Pirate Harbour: 1,200 feet of 1½-inch pipe in heating system removed.

Stellarton: Six standard asbestos smoke jacks in engine house, 3,500 feet of 1¼-inch pipe in heating system removed.

Pictou: Coal house reduced to size of 20 feet by 50 feet, and tracks put 13-foot centres, 2,500 feet of 1¼-inch pipe in heating system removed.

DAMAGE BY FLOOD.

Slight damage was done to the embankment at mile 24·2, Mont Joli subdivision, by heavy surf and high tides.

On the Truro subdivision, 1 mile west of Sackville, 200 feet of track washed out on October 21, 1914, on account of dike giving way.

At St. John, the covering wharf at Kennedy slip damaged by storm.

On the Fredericton subdivision, January 28, 1915, a heavy run of ice occurred at Cross Creek, Upper Cross Creek, and in Nashwaak river, covering the track at the east semaphore, Cross Creek, with ice 4 or 5 feet high for a distance of about one-quarter of a mile. At Upper Cross Creek the ice jammed below the railway bridge and backed water over the track for a distance of about 800 feet. At Covered Bridge the freshet removed two wooden bents supporting the wooden truss bridge over McKenzie's brook. The bridge has since been replaced with a standard D.P.G. span. At Nashwaak Bridge the temporary bents supporting the east span were taken out This bridge has since been replaced by a steel bridge.

DAMAGE BY FIRE.

Location.	Date.	Damage.
DISTRICT No. 1—		
Mont Joli Subdivision—		
Isle Verte	August 5	100 posts and 400 boards.
Bic	" 7	30 cedar posts.
M. 30·35	" 1	30 rods of fence.
M. 31·25	" 9	30 "
St. Simon	" 6	200 feet snow fence and 25 rods lath fence.
M. 61·5	" 5	180 feet snow fence.
M. 74	" 6	35 cedar posts and 100 boards.
Rivière-du-Loup Subdivision—		
Mile 10	August 5	720 feet wire fence.
" 10·5	" 5	50 rods wire fence.
" 11·0	" 9	540 feet wire fence.
" 11·0	" 29	5 posts and one gate.
" 30	" 1	30 rods of wire fence.

Lévis: On November 24, at 11.30 a.m., fire, which originated in the boiler room, caused the total destruction of Lévis station, baggage and express rooms, Pintsch gas building, part of umbrella roof, and damaged old station building. A temporary station was immediately erected, and offices transferred to the old station building, after the latter had been repaired. Most of the files and office furniture were destroyed, as well as a lot of plans and records in the resident engineer's office.

Rivière-du-Loup Subdivision.—Rivière Ouelle Junction: Engine house one stall, destroyed April 9.

Chaudière Junction: Switchmen's shelter destroyed June 19. High tank, 50,000 gallons destroyed November 26.

Chaudière Subdivision.—St. Apollinaire: Freight shed and part of platform destroyed December 27.

District No. 2.—Val Brillant: Agent's dwelling, tank, coal shed, and a portion of the platform were destroyed July 17, 1914.

Derby Junction: Station, freight shed, coal shed, and platform were destroyed March 10, 1915.

Moncton: Scrap bins in rail yard partly destroyed, as well as some lumber which was on hand to complete the bins, August, 1914.

District No. 3.—Halifax: Deep water office and freight shed damaged September 26, 1914.

Oxford Junction: Freight shed burned May 30, 1914.

Moncton: Freight shed and office damaged October 1, 1914.

St. John: Grain elevator and portion of freight shed burned, and train shed damaged.

SURVEYS.

Resurveys for standard track profile have been completed as follows:—

District No. 1.—All subdivisions on this district have been completed. Total, 362·62 miles. All originals of profiles and most of the field notes were destroyed in the Lévis fire.

District No. 2.—Moncton and Campbellton subdivisions completed. Surveys made for Fredericton, Loggieville, and Dalhousie subdivisions.

District No. 3.—Truro subdivision, mileage 46·42 to 123·77 completed.

District No. 4.—

Mulgrave	Mile 42 to Mile	121.3	= 19.3	miles.
Trenton	" 0 "	8.24	= 8.24	"
Sunnybrae	" 0 "	12.48	= 12.48	"
Stellarton	" 0 "	79.48	= 79.48	"
Pugwash	" 0 "	4.54	= 4.54	"
Pictou	" 0 "	1.60	= 1.60	"
Total			185.56	"

Standard station yard plans have been completed as follows:—

	Plans
Mont Joli subdivision	4
Rivière-du-Loup subdivision	9
Lévis subdivision	2
Chaudière subdivision	5
Moncton subdivision	10
Campbellton subdivision	9
Halifax subdivision	13
Truro subdivision	4
St. John subdivision	3
Sydney subdivision	6
Mulgrave subdivision	4
Stellarton subdivision	2
Total	71

Fifty-four plans (buildings and general) have been completed, and issued.
Twenty-nine standard plans (bridges and culverts) have been completed and issued.

CONSTRUCTION SURVEYS.

Painsec Junction to Oxford Junction.—The surveys, started in October, 1913, for the purpose of making a complete right-of-way traverse, and to get preliminary information required to ascertain the cost of double tracking and reduction of grades to a 0·6 per cent ruling grade in both directions, between the above points, were completed May, 1914.

Painsec Junction to Cape Tormentine.—Reconnaissance for 0·6 per cent line between Painsec Junction and Cape Tormentine was started March 17, 1914, and completed April 4, 1914.

Painsec Junction to Sackville.—Reconnaissance for low grade line, 28 miles completed.

Preliminary survey and projected location, 29 miles, 0·5 per cent grade, completed, including track traverse New Brunswick and Prince Edward Island Railway, 4·5 miles.

St. Peters to Sydney.—Reconnaissance for 0·60 per cent line was made. Loch Lomond, Salmon River (interior) route, 57 miles, completed. Bras d'Or Lake route, 54 miles, completed. Bras d'Or Lake and East Bay route, preliminary and projected location, 54 miles, completed.

New Glasgow to Mulgrave.—Track record survey, 80 miles, completed.

New Glasgow to Mulgrave via present route. Reconnaissance for 0·60 per cent completed, 81 miles.

New Glasgow to Mulgrave via Sunnybrae and Guysborough. Reconnaissance for 0·6 per cent line, 101 miles, completed.

Preliminary and projected location from Ferrona Junction to Mulgrave for 0·6 per cent line, 106·8 miles, 95 per cent completed.

From New Glasgow to Ferrona, complete preliminary information, 6 miles, obtained, but projection not made.

New Glasgow to Mulgrave, via Sunnybrae and Guysborough, Country Harbour branch, old location revised and retraced for 7 miles.

New Glasgow to Mulgrave via Sunnybrae and Guysborough, Garden of Eden alternative route, preliminary and projected location, 24 miles, 95 per cent completed.

New Glasgow to Ferrona Junction.—Track record survey, 6 miles, completed.

Ferrona Junction to Sunnybrae.—Track record survey, 12·5 miles, completed.

New Glasgow to Pictou Landing.—Track record survey, 8·5 miles, completed.

Truro to New Glasgow.—Track record survey, 43 miles, chainage only, completed.

Halifax to Truro.—Location for 0·6 per cent grade on Truro hill, 2·2 miles, completed.

Preliminary and projected location for 9·8 miles of other grade revisions completed.

Windsor Junction to Truro.—Double track information for 48 miles, completed.

Oxford Junction to Stellarton, including Pictou and Pugwash, S. D.'s.—Track record surveys, 86 miles, profiles, station ground plans completed; general plan 50 per cent completed.

Bathurst Spur.—Line located to Bathurst Lumber Company's mills; 2 miles main spur, 2 miles sidings.

Orangedale to Cheticamp.—Reconnaissance completed, 60 miles.

Cape Breton Railway.—Inspection, 31 miles, completed.

Reconnaissance for 0·6 per cent grade reduction, 18 miles, completed.

Canada and Gulf Terminal Railway.—Inspection, 36 miles, completed.

Point Tupper to Sydney.—Projected location of 0·6 per cent grade revision, office work completed.

Truro to Baie Verte and Cookville via Union, Earltown and Pugwash.—Reconnaissance, 109 miles, 85 per cent completed.

Kemptown to Sunnybrae via Gordon Summit and Glengarry.—Reconnaissance, 35 miles, completed.

Scotsburn to New Glasgow.—Reconnaissance, 17 miles, completed.

BRIDGES AND CULVERTS.

Repairs and renewals to bridges and culverts have been made as follows:—

District No. 1.—Mont Joli Subdivision.—Two culverts have been extended with concrete pipe. One open culvert has been replaced with concrete pipe.

Mile 14·1: One 26-inch I-beam span 28 feet 6 inches long, renewed, and new concrete bridge seats and ballast walls.

Mile 18·9, Rimouski: Five D.P.G. spans 84 feet 6 inches long, renewed.

Mile 56·9: One D.P.G. span 43 feet 6 inches renewed, and new concrete bridge seat on west abutment, and masonry alterations on east abutment.

Mile 59·3: Two D.P.G. spans 104 feet 6 inches renewed. Masonry abutments altered.

Mile 83·3: Rivière-du-Loup new steel superstructure for double track bridge. One D.P.G. 85 feet; four D.P.G. 107 feet 10 inches; one D.P.G. 98 feet; and two D.P.G. 44 feet 9 inches. Two old masonry piers and east abutment extended in concrete. New concrete abutment and pier at west end.

Rivière-du-Loup Subdivision.—Mile 3·9: One D.P.G., 44 feet, and new concrete bridge seats and ballast walls.

Mile 21·7: One D.P.G., 44 feet, renewed, and bridge seats and ballast walls renewed.

Mile 24·3: One D.P.G., 44 feet renewed.

Mile 26·6, Kamouraska River: Two-span bridge, reduced to one new T.P.G., 60 feet span, and two new concrete abutments built.

Mile 28·3: One D.P.G., 44 feet, renewed, and new concrete bridge seats and ballast walls.

Mile 35·5: One D.P.G., 44 feet renewed, and new concrete bridge seats and ballast walls.

Mile 35·6, River Ouelle: Two D.P.G., 43 feet 6 inches; six D.P.G., 42 feet, renewed. New concrete bridge seats and ballast walls.

Mile 39·5, Mill Creek: One 26-inch I-beam span, 26 feet. New concrete bridge seats and ballast walls.

Mile 41·3, St. Anne River: One D.P.G., 42 feet 6 inches; one D.P.G., 42 feet, renewed. New concrete bridge seats and ballast walls.

Mile 47·3, Le Bras River: One 26-inch I-beam span, 26 feet, renewed.

Mile 49·8, Ferree River: Two D.P.G., 42 feet 6 inches, renewed.

Mile 57·7, St. Jean Port Joli: One T.P.G., 40 feet, renewed. New concrete abutments.

Mile 59·5: One D.P.G., 43 feet 6 inches; one D.P.G., 42 feet 6 inches. New concrete bridge seats and ballast walls.

Mile 63·1, La Torture River, East: One D.P.G., 49 feet, renewed. New concrete bridge seats and ballast walls.

Mile 63·6, La Torture River West: One D.P.G., 42 feet 6 inches, renewed. New concrete bridge seats and ballast walls.

Mile 77·5, Bras St. Nicholas, Montmagny: Old six-span bridge replaced to five T.P.G., 77 feet. Four concrete piers and west abutments by Contractors R. S. and J. H. Henderson. East abutment not completed. New steel superstructure erected.

Mile 77·8, Rivière du Sud, Montmagny: Renewed entire substructure in concrete, consisting of eight piers and two abutments. Contractors R. S. and J. H. Henderson. Also renewed two spans of steel superstructure. Two T.P.G., 63 feet.

Mile 78·4: Extended 4 feet by 5 feet rail top culvert with 4 feet by 4 feet rail top culvert.

Mile 97·6, Boyer river: One D.P.G., 52 feet 6 inches renewed, new concrete abutments and pier seats.

Levis Subdivision.—Mile 17·96: Abutments extended in concrete for double track. Two 15-inch I-beam spans 13 feet ½-inch, two 15-inch I-beam spans 13 feet 4⅝ inches in the course of erection.

Mile 18·15, Church road: One T.P.G., 25 feet, in course of erection.

Mile 19·5: Extended abutments in concrete for double track, one 20-inch I-beam, 16 feet 3 inches; one 20-inch I-beam, 15 feet 6 inches, put in.

Mile 19·7: Extended east abutment in concrete for double track, and new concrete abutment west built by contractor. New steel superstructure. One 30-inch I-beam span, 32 feet 8 inches.

Mile 20·07: Abutments extended in concrete for double track. New steel superstructure. One 24-inch I-beam span, 16 feet 1 inch.

Mile 20·2: Abutments extended in concrete for double track. New steel superstructure. One D.P.G., 17 feet 5 inches.

Mile 20·31: Abutments extended in concrete for double track. New steel superstructure. Two 24-inch I-beam spans, 20 feet.

Mile 20·8: National Transcontinental Railway overcrossing replaced old one-span bridge by three-span bridge for double track. Two new centre piers and old abutments replaced by concrete. New steel superstructure being erected. Four D.P.G. spans, 44 feet 5 inches; two D.P.G. spans, 54 feet. Eight culverts were extended in concrete for double track.

Chaudière Subdivision.—Mile 2·2: One 30-inch I-beam span, 19 feet, renewed, and masonry altered.

Mile 12·9: One 30-inch I-beam spna, 19 feet, renewed, and masonry altered.

Mile 12·9: One 30-inch I-beam span, renewed, and masonry altered.

Mile 13·2: One 30-inch I-beam span, 19 feet, renewed, and masonry altered.

Mile 23·6: One 30-inch I-beam span, 18 feet 6 inches, renewed, and masonry altered.

Mile 24·5: One 30-inch I-beam span, 19 feet, renewed, and masonry altered.

Mile 30·7: One D.P.G. span, 73 feet, renewed, and masonry altered.

Mile 31·8: One D.P.G. span, 32 feet, renewed, and masonry altered.

Mile 43·1: One D.P.G. span, 48 feet 6 inches, renewed, and masonry altered.

Mile 57·4: One D.P.G. span, 101 feet 4 inches, renewed, and masonry altered. One D.P.G. span, 103 feet 1½ inches, renewed, and masonry altered. One D.P.G. span, 99 feet 1 inch, renewed, and masonry altered. One D.P.G. span, 106 feet 8 inches, renewed, and masonry altered.

Mile 82·4: One D.P.G. span, 60 feet, renewed, and masonry altered.

Mile 26·7, River Henry: Old through truss bridge replaced by new T.P.G., 102 feet 8 inches long.

Mile 92·3, Black River: One T.P.G., 60 feet renewed. New concrete abutments.

Mile 112·8, Shibouette River: One D.P.G., 27 feet 6 inches renewed. New concrete seats and walls.

Five open culverts closed, and concrete pipe put in.

District No. 2.—Moncton Subdivision: Twenty old floor beam culverts have been replaced—wooden stringers of greater strength.

Two open culverts have been closed, and concrete pipe put in.

Mile 13·2, South Cocagne: New 20-inch I-beam span, 26 feet 8 inches span, put in and masonry altered.

Mile 29·7, North Coal Branch: Three spans D.P.G., 42 feet 6 inches, span put in, and masonry altered.

Mile 38·5, Richibucto River: Three spans D.P.G., 53 feet, span put in and masonry altered.

Mile 46·8, Kouchibouguacis River: One D.P.G. 85 feet span. New concrete abutments.

Mile 61·2, Barnaby River, third crossing: One D.P.G. 85 feet span, one new concrete abutment.

Mile 65·1, Barnaby River, second crossing: One D.P.G. 85 feet span, one new concrete abutment.

Mile 94·8, Bartibog Bridge: One new D.P.G. 84 feet 6 inches span, masonry altered.

Mile 114·0, Red Pine River: Three spans, 42 feet 6 inches, renewed. Masonry altered.

Mile 118·1, Nepisiguit River: Six spans, two D.P.G. 105 feet; four D.P.G., 104 feet 6 inches, renewed. Masonry altered.

Mile 125·5, Tête-à-gauche: Five spans, two D.P.G. 105 feet; three D.P.G. 104 feet 6 inches renewed. Masonry altered.

Mile 129, Beresford: One span D.P.G., 85 feet renewed. Masonry altered.

Mile 136, Elm Tree: One span D.P.G., 85 feet renewed. Masonry altered.

Mile 146·3, Belledune Bridge: Two spans D.P.G., 65 feet, renewed. Masonry altered.

Mile 157·9, Dickies: One span D.P.G., 43 feet 6 inches, renewed. Masonry altered.

Mile 159, Benjamin River: One span D.P.G., 54 feet 6 inches, and two spans D.P.G., 53 feet 6 inches renewed. Masonry altered.

Campbellton Subdivision.—Eight culverts strengthened with wooden stringers. Nine open culverts closed, and concrete pipe put in.

Mile 5·2, Moffat's Bridge: Five spans filled in and three spans renewed with three D.P.G., 64 feet. Masonry altered.

Mile 43·4, Otter Brook: One span 26-inch I-beams, 26 feet 8 inches, renewed and masonry altered.

Mile 58·5, Indian Brook: One span, 42 feet 3 inches D.P.G., one span 43 feet D.P.G., and one span 43 feet 6 inches D.P.G., renewed, and masonry altered.

Mile 76·4, Sayabec: One 30-inch I-beam, 32 feet 8 inches, new concrete abutment.

Mile 78·5, Black River: One span 26-inch I-beam, 26 feet, new concrete abutments.

Mile 102·2, Metis River: Two D.P.G. spans, 105 feet, and two D.P.G. spans, 104 feet 6 inches; masonry altered.

Fredericton Subdivision.—Mile 49·2, Nelson Hollow: New steel superstructure, one D.P.G., 52 feet 3 inches, put in. Two new concrete abutments and a short diversion constructed.

Mile 86·9, Covered Bridge: New steel superstructure put in, and line diverted. One T.P.G., 62 feet.

Mile 105·3, Nashwaak Bridge: West abutment, one pier and diversion completed, and steel superstructure put in place. One D.P.G., 68 feet; one D.P.G. (skew), 82 feet 4 inches; two D.T. skew, 105 feet 2½ inches; one D.T. skew, 100 feet 3 inches.

Loggieville Subdivision.—Mile 1·5, Ivory Road: Steel overhead highway bridge, 72 feet long.

District No. 3—Halifax Subdivision.—Mile 0, Richmond Yard: Overhead foot bridge 234 feet long, on concrete substructure.

Mile 9·1, Dartmouth Road: Two 26-inch I-beams, 18 feet long. Masonry altered.

Mile 18·2, Beaver River: Two 24-inch I-beams, 21 feet 4 inches long. Masonry altered.

Mile 19·6, Rowden River: Three D.P.G. spans, 28 feet long. Masonry altered.

Mile 20·5, Wellington Canal: One D.P.G. span, 34 feet 6 inches, and one D.P.G. span, 54 feet long. Masonry altered.

Mile 29·4, Carsons: One 26-inch I-beam, 17 feet 6 inches long. Masonry altered.

Mile 38·2, McDiarmids: One 26-inch I-beam, 17 feet long. Masonry altered.

Mile 57·9, Lydia Brook, No. 6: One 26-inch I-beam, 18 feet long. Masonry altered.

Mile 58·4, Lydia Brook, No. 4: One 26-inch I-beam, 18 feet long. Masonry altered.

Truro Subdivision.—Mile 8·2, Stewarts: One D.P.G., 43 feet long.

Mile 14·5, Folleigh, viaduct: Two D.P.G., 53 feet 7 inches; five D.P.G., 60 feet; six D.P.G., 40 feet; and twenty-four new concrete pedestals.

Mile 23·2, Bennets: Two 20-inch I-beams, 18 feet 6 inches long. Masonry alterations.

Mile 47·1, River Philip: Three D.P.G. spans, 105 feet long. Masonry alterations.

Mile 62·9, Little Forks: One D.P.G. span, 104 feet 6 inches long. Masonry alterations.

Mile 64·69: New 18-inch C.I.P. culvert.

Mile 80·1, Missiquash: One T. P. 105 feet long. Masonry alterations.

Mile 96·3, Palmer's Pond: One D.P. 82 feet long. Masonry alterations.

Mile 97·0, Dorchester Subway: One 24-inch I-beam 22 feet 6 inches long. Masonry alterations.

Mile 111·2, Calhouns: One D.P.G. span 63 feet long. Masonry alterations.

Eight culverts were renewed with concrete pipe.

Nine culverts were renewed with cast-iron pipe.

St. John Subdivision.—Mile 23·9, Holmes Brook: One 20-inch I-beam, 18 feet long. Masonry alterations.

Mile 51·28, Sprouls Brook: One 30-inch I-beam, 32 feet long. Masonry alterations.

Mile 68·95, Matheson's Cove: One 26-inch I-beam, 27 feet long. Masonry alterations.

Moncton Yard: New double 6 feet by 6-inch concrete rail top culvert to replace wooden culvert.

Mile 28·41, Doody's Brook: New 10 feet rail top culvert to replace old steel beams.

Seven culverts were renewed with C.I.P.

Moncton: Contract has been let for the construction of a subway at Main street. Work was started December, 1914, and is about 10 per cent done; will be completed during the summer.

District No. 4.—Sydney Subdivision.—Mile 87·38: T.P.G. span, 47 feet 6¼ inches long on concrete abutments over Regent street, North Sydney.

Mile 87·92: Overhead highway bridge on steel bents. Two 10-inch I-beams, 21 feet 8 inches; one 10-inch I-beam, 23 feet. Concrete pedestals and abutments, Fairmount avenue, North Sydney.

Mile 90·93: Overhead wood farm crossing on wood bents.

North Sydney: Creosoted pile trestle, 425 feet long, driven along south side of wharf freight shed to carry track. New deck put on wharf.

Mulgrave Subdivision.—Mile 56·1, French River: Span replaced with T.P.G., 87 feet long. Masonry replaced with concrete.

Mile 65·9, Barney's River West: Steel spans replaced by two spans D.P.G., 65 feet, and three spans D.P.G., 35 feet. Masonry replaced by concrete.

Mile 66·1, Barney's River East: H.D.P.G. replaced with 70 feet T.P.G. Masonry replaced by concrete.

Mile 81·1, Yankee Grant: T.P.G. in skew replaced with T.P.G., 74 feet long.

Mile 82·19, Murphy's: D.P.G. span replaced T.P.G. span, 64 feet long.

Mile 84·4, West River: Wooden trestle replaced with concrete abutments and piers and twenty-nine 30-inch I-beams spans, 20 feet 4 inches long, and one T.P.G. span, 88 feet.

Mile 120·3, Mulgrave Road: D.P.G. span replaced with 30-inch I-beam span, 20 feet 6 inches.

Stellarton Subdivision.—Mile 63·85: M.W.S.S. replaced with heavy wooden stringers.

Mile 66·9, Haliburton's Creek: Three hundred feet of pile trestle filled and old deck removed.

Mile 67·7, Pictou Harbour: Twenty new piles, 62 stringers, 50 caps, and 362 ties were renewed on this bridge.

Mile 3·0, Oxford Subway: Grade crossing replaced by subway. Concrete abutments with reinforced concrete slab span, 20 feet clear opening. Main line raised 4 feet.

A general inspection of all bridges was made during the year, and all necessary repairs and painting done.

SCALES.

Quebec: Three new scales erected in freight shed.

Lévis: One new scale erected in temporary baggage room.

TIE PLATES.

Standard shoulder tie plates were put in as follows:—

District No. 1	20,000
" " 2	55,000
" " 3	25,000
" " 4	50,545
Total	150,545

SIGNALS.

A contract for the installation of automatic block signals was let to the Union Switch and Signal Company, as follows:—

Halifax to Windsor Junction	14	miles double track.
Painsec Junction to Moncton	7	" " "
Hampton to St. John	22	" (3 miles double track)
Total	43	"

Work was commenced April 15, 1914, and completed August 31, 1914.

STAFF SYSTEM.

The staff system has been installed as follows:—

Gibson to Fredericton..... 1 mile of track

Horlaka Junction to Levis .....4·6 miles of track.

TELEPHONE DESPATCHING.

Contracts for the installation of the telephone despatching system were let as follows:—

Halifax to Moncton, 186 miles, to the Northern Electric Company, Limited. Work was commenced April 1, 1914, and completed May 7, 1914.

Moncton to St. John, 89 miles, to the Hall Switch and Signal Co. Work commenced January 8, 1914, and was completed February 20, 1914.

ELECTRIC CROSSING BELLS.

Electric crossing bells have been installed as follows: Duclous siding, Chatham, and Bennet's crossing.

TELEGRAPH LINE.

Telegraph line from Ste. Rosalie Junction to Moncton, on the Great North Western Company's poles, has been completed with the necessary instruments.

ELECTRIC LIGHTING.

Halifax.—Completed installation of motor generators set, switch board, wiring, etc., for charging car lighting storage batteries.

Motor installed to operate grain conveyor. Primary line to feed new pier No. 2 installed, transformers, switches, meters.

Installed local telephone system in grain elevator and conveyor.

Installed Watthour meter in switchboard at new pier No. 2, to register current for lighting Immigration Department.

Installed motor for circular saw in carpenter shop.

Truro.—Installed generator and engine in Truro power-house for lighting railway premises.

Sussex.—Installed cast-iron lighting posts and clusters for lighting station platform.

Moncton.—Vaults in general office basement wired, and necessary electric lights installed.

Bathurst.—Changed electric light wires from transformers to station and freight house, and put them in conduits underground.

Campbellton.—Stores and office building rewired for lighting, wires put in conduit. Electric light wires from roundhouse to coal shed in car shop and in generator room all put in conduit.

Moncton.—A private branch telephone exchange system was installed and put into operation January 15, 1915.

The switchboard, power board, motor generator set, and storage batteries are located in the general offices building. There are 108 telephones on this system, and these serve the different offices of the general offices building, station, mechanical offices, shops, freight shed, roundhouse, etc. Trunk lines have been provided between the railway exchange and the New Brunswick Telephone Company's exchange, enabling connections for long distance service.

St. John.—A private branch telephone exchange system was installed and put into operation December 1, 1914.

The switchboard is located in the railway station. There are twenty-five telephones on this system, and these serve the freight and passenger offices, freight shed, station offices, roundhouse, etc. Trunk lines have been provided between the railway exchange and the New Brunswick Telephone Company's exchange, enabling connections for long distance services.

General.—Electric wiring in all railway buildings inspected, and all necessary repairs and changes made.

C. B. BROWN,

MONCTON, N.B. *Chief Engineer.*

SESSIONAL PAPER No. 20

PRINCE EDWARD ISLAND RAILWAY.

ROAD-BED AND TRACK.

Subdivision and Branch.	Table of Mileage.	
	Main Line.	Passing Sidings, other Sidings, and Spurs.
	Miles.	Miles.
Charlottetown	116·1	16·0
Souris	54·7	4·8
Georgetown	24·4	2·9
Cape Traverse	11·8	1·0
Murray Harbour	47·8	4·8
Elmira	9·9	0·9
Montague	6·2	0·4
Vernon	4·3	0·4
Total Prince Edward Island Railway	275·2	31·2

RAILS.

No rails were renewed during the year. The mileage of the various weights of rails in the main line is as follows:—

	Miles.
Track miles of 50-lb. rails	3·6
" " 52-lb. "	94·1
" " 56-lb. "	41·7
" " 58-lb. "	134·2
" " 67-lb. "	1·6

TIE RENEWALS.

Ties have been renewed during the year as follows:—

Subdivision.	Main Line.	Average per mile.	Sidings.	Average per mile.
Charlottetown	28,918	249	900	56
Souris	9,698	177	273	56
Georgetown	4,768	195	200	69
Cape Traverse	900	76	100	100
Murray Harbour	6,272	131	100	21
Elmira	36	4		
Montague	981	158		
Vernon	1,220	284		
Total	52,793	191	1,573	52

Fifteen sets switch ties were renewed.

BALLASTING.

There were 8·8 miles of track ballasted with sand.
There were 2·4 miles of track ballasted with cinders.

DITCHING.

A total of 1·7 miles of ditching has been done.

PRIVATE SIDING.

A private siding, 560 feet long, was put in at Summerside for Joseph Read & Company.

BUILDINGS.

New buildings, platforms, etc., or alterations or additions to existing buildings, were constructed during the year, as follows:—

Charlottetown Subdivision.—Mile 91·5, Duvar: Standard No. 1, shelter.

Mile 88·3, O'Leary's: New kitchen to agent's dwelling, 15 feet by 20 feet.

Mile 56·9, St. Nicholas: New station platform.

Mile 48·2, Summerside: freight office was extended 12 feet by 20 feet, and six storm windows put on, and extensive repairs made to station, inside and outside.

Mile 34·4, Freetown: Station was raised and new stone foundation put under it, and a new flue built and two new windows and doors put in.

Mile 31, Emerald: Station raised 16 inches and a new stone foundation put under it. New sills and joists put in where necessary. New floors were laid in waiting room, office, and freight shed. Waiting room and office were lined with beaver board and painted. New telegraph table put in. Two new doors and windows put in agent's dwelling. Two new flues were built. A new station platform was made in front of the freight shed. Two new doors were put in freight shed.

Mile 13·4, Colville: A new station platform was built.

Mile 9·9, Milton: A new flue was built in station.

Charlottetown: Track scale house was moved back from track. Freight house on wharf was raised and repaired.

Souris Subdivision.—Souris: A partition was put up in general waiting room to provide a ladies' waiting room. A new station platform was built. New hardwood floors were put in waiting room, office, and agent's kitchen.

Mile 52·4, New Zealand: Standard No. 1 shelter.

Mile 50, Beaver River: A new counter built in office, and hardwood floor put in. Waiting room and office sheathed and painted.

Mile 40·6, Five Houses: Standard No. 1 shelter.

Mile 29·9, Lot 40: A new station platform.

Mile 23·7, St. Andrews: Standard No. 1 shelter.

Montague: A new station platform was built.

Murray Harbour Subdivision.— Mount Herbert: A new station platform was built.

Iris: A new station platform was built.

General.—All necessary repairs and painting required for the proper maintenance of buildings was done.

FENCING.

New wire fences and snow fences have been erected as follows:—

Subdivision.	Woven Wire.	Snow Fence.	New Gates.
	Miles.	Miles.	
Charlottetown	9·8	2·1	50
Cape Traverse	0·5		5
Georgetown	3·1	0·4	15
Souris	1·6	0·6	20
Murray Harbour		0·2	15
Total	15·0	3·3	105

All repairs required for the proper maintenance of fences have been made.

BRIDGES AND CULVERTS.

Charlottetown Subdivision.—Mile 28·5, Breadalbane Bridge: Two new bents put in.

Mile 119·2: Concrete pipe culvert put in 24 inches by 60 feet long.
Mile 100·5: Concrete pipe culvert put in 24 inches by 40 feet long.
Mile 46·1: Concrete pipe culvert put in 18 inches by 32 feet long.
Mile 49·0: Timber culvert 2 feet by 4 feet by 25 feet long rebuilt.
Mile 61·2: Timber culvert 2 feet by 4 feet by 20 feet long rebuilt.

Souris Subdivision.—Mile 31·3, Morell: New abutment built.
Georgetown: A new concrete pipe culvert, 24 inches by 24 feet long.
All repairs required for the proper maintenance of bridges and culverts were made.

C. B. BROWN,
Chief Engineer

NEW BRUNSWICK AND PRINCE EDWARD ISLAND RAILWAY.

This road was taken over August 31, 1914, as the Cape Tormentine subdivision of the Intercolonial railway, and forms the connecting link between the main line of the Intercolonial and the new car ferry to be operated between Cape Tormentine, New Brunswick, and Carleton Point, Prince Edward Island.

The length of main line from Sackville to Cape Tormentine is 35·79 miles.

Passing sidings, 0·93 mile. Other sidings and spurs, 3·56 miles.

RAILS.

From mile 0·82 to 4·05 was relaid with 56-pound rails, a distance of 3·23 miles.

TIE RENEWALS.

There were 13,871 main line ties renewed.

MEETING SIDINGS.

A new meeting siding was put in at Melrose, 841 feet long.

PRIVATE SIDINGS.

Mile 16: A siding 700 feet long, put in for O'Brien and Doheney.

WATER SERVICE.

Mile 16: Built housing around tank.
Cape Tormentine: Laid new pipe from gravity supply to tank.

BUILDINGS.

Sackville: Built new tool house.
Upper Sackville: Built new standard No. 1 shelter.
Cape Tormentine: Moved and repaired engine house.

TURNTABLE.

Replaced wooden turntable 65 feet long with 75 feet P.G. table from St. John.

SURVEYS.

Chainage has been made and subdivision mileage established, and mile-posts erected between Sackville and Cape Tormentine.

General.—Repairs necessary for proper maintenance have been made.

C. B. BROWN.
Chief Engineer.

INTERNATIONAL RAILWAY.

This road was taken over as the International subdivision of the Intercolonial railway on August 1, 1914.

It forms a short connection between northwest New Brunswick, at Campbellton, and the upper St. John valley, at St. Leonards, where it connects with the Canadian Pacific railway; also by means of the Van Buren Bridge Company's tracks, with the Bangor and Aroostook railway in the state of Maine, and with the National Transcontinental railway.

MILEAGE.

Campbellton to St. Leonards—

Main line	111·30 miles.
Passing Sidings	1902 feet.
Other Sidings	5969 feet.

TIE RENEWALS.

A total of 3744 track ties were renewed during the year.

INTERSWITCHING TRACKS.

A frog and switch were put in at mile 109·6 connecting with the Van Buren Bridge Company's tracks.

WATER SERVICE.

A syphon was put up at Black River for watering engines.

FENCING.

Built 400 feet of snow fence.

TURNTABLE.

Two layers of timber were put under concrete centre of St. Leonards turntable. Turntable at Campbellton taken up and shipped to Gagetown.

SURVEYS.

Plans and profiles were made for new bridges at the following places: Mile 27·5 Grey Brook No. 4, Mile 27·6 Grey Brook No. 5, Mile 75 3 Jardine's Brook, Mile 91·5 Big Forks.

General.—Necessary repairs required for the proper maintenance of bridges and buildings were made.

C. B. BROWN,
Chief Engineer.

NATIONAL TRANSCONTINENTAL RAILWAY.

ROAD-BED AND TRACK.

Subdivision.	Table of Mileage.			
	Main Line.	Second Main Line.	Passing Siding.	Other Sidings and Spurs.
	Miles.	Miles.	Miles.	Miles.
Moncton to Napodogan	117·50	.. ..	8·59	8·61
Napodogan to Edmundston	113·25	.. ..	7·96	3·29
Edmundston to Monk	124·60	.. .. ..	10·34	2·02
Monk to Chaudière	99·80	.. .. ..	8·96	4·83
Total for National Transcontinental Railway	455·15	.. .. ..	35·85	18·75

RAILS.

Track all laid with 80-pound steel. None renewed during the year.

TIE RENEWALS.

Ties have been renewed during the year as follows:—

Moncton to Napodogan	9,694	main line.
Napodogan to Edmundston	13,143	" "
Edmundston to Monk	231	" "
Monk to Chaudiere	Nil.	
Total	23,060	

PRIVATE SIDINGS.

The following private sidings were constructed during the year:—

Location.	Name of Firm or Person.	Length.
		Feet.
Moncton to Napodogan, Mile 75·2	Sayre and Holley	600
Edmundston to Monk, Mile 36	Donald Fraser and Sons	2,000
" " "	Glendyne State Co	570
" " " " 45·7	Blue River Lumber Co	1,700
		4,870

WATER SERVICE.

The gravity water supply at Napodogan proved inadequate, and it was therefore necessary to put in a new supply. A standard well, 18 feet deep, was dug near the engine house and connected with a steam pump in the engine room. A 6-inch pipe was laid from the pump to the tank, thus connecting the water main in the yard with the new system. There is now 11 feet of water in the well, and an abundant supply for all future requirements.

All repairs required for the proper maintenance of the water service were made.

FENCING.

The following wooden snow fences were erected:—

Moncton to Napodogan	2,400	lineal feet.
Edmundston to Monk	2,400	" "
Monk to Lévis	31,200	" "
Total	36,000	

NEW LINE TAKEN OVER.

During the year the main line of the National Transcontinental Railway was taken over, and put in operation between Escourt and Diamond Junction, a distance of 168·9 miles.

C. B. BROWN,
Chief Engineer.

ST. JOHN AND QUEBEC RAILWAY.

This road was taken over from Fredericton to Centreville on January 1, 1915, and from Fredericton to Gagetown on March 2, 1915, and is being operated by the Canadian Government Railways.

Mileage.	Main Line.	Passing Siding	Other Sidings.
	Miles.	Miles.	Miles.
Fredericton to Centreville	88·69	4·078	3·452
" " Gagetown	30·13		
	118·82	4·078	3·452

General.—Repairs necessary for the proper maintenance of bridges, buildings and road-bed have been made.

C. B. BROWN,
Chief Engineer.

HALIFAX OCEAN TERMINALS.

PROGRESS REPORT FOR THE YEAR ENDED MARCH 31, 1915.

HALIFAX, N.S., March 31, 1915.

The works now in progress in connection with the Halifax Ocean Terminals were originally divided into three contracts. Two of these contracts—Nos. 1 and 2—covering the grading of the Halifax Ocean Terminals railway and the construction of the breakwater were let as one contract to the Cook Construction Company, Limited, and Wheaton Bros., and Contract No. 3 for the first unit of the docks was let to Messrs. Foley Bros., Welch, Stewart & Fauquier.

HALIFAX OCEAN TERMINALS RAILWAY.

Contracts Nos. 1 and 2 (let as one contract).

Contractors, The Cook Construction Co., Ltd., and Wheaton Bros.

Works included: Contract No. 1, grading of railway from Rockingham to Jubilee House, about 3½ miles, and including the formation of a freight terminal yard in Bedford basin and a diversion of the Intercolonial railway at Fairview. Contract No. 2, grading of railway from Jubilee House to Halifax harbour, including filling along the west shore of Halifax harbour from proposed bulkhead quays and piers, and the construction of a rubble mound breakwater.

Date of acceptance of offer, July, 1913.

Work begun, July 31, 1913.

Date specified for completion of works, July 1, 1915.

Estimated amount of contract:—

Contract No. 1	$ 407,995 00
Contract No. 2	1,035,160 00
	$1,443,155 00

Percentage of work done March 31, 1914, 8 per cent (based on estimated cost of $1,443,155).

Percentage of work done March 31, 1915, 68 per cent.

Percentage of work done during year 1914-1915, 60 per cent.

Clearing and Fencing.

Practically all of the right-of-way for the railway has been cleared and fenced.

Grading.

Rockingham to Fairview.—The filling for the widening of the embankment along the west shore of Bedford basin on the east side of the main line of the Intercolonial railway to carry the two new lead tracks to the new terminal yard from station 230-00 to station 149-00 (I.C.Ry. chainage) has practically been completed up to subgrade with the exception of a short length over a slight sink hole at the north end of Rockingham station, where final settlement has not yet taken place.

The sea-slope of this embankment has partly been random riprapped with heavy rock to protect it from the action of the waves in Bedford basin.

About 60 per cent of the filling for the new freight terminal yard in Bedford basin between Rockingham and Fairview has been done, for the most part in the northern section of the yard.

A temporary junction with the existing main line of the I. C. Ry. about 100 yards east of the old Three-mile House is used by the contractors' construction trains.

Station 37+50 to station 76+50. Stanfords Pond to Mumford Road.—The gullet only of the cutting has been taken out to the full width down to subgrade. This cutting at subgrade has been made 35 feet wide to provide for the proper drainage of the heavy flow of water found.

The spilled material from the steam shovels along the tops of the slopes has still to be removed, and the slopes have still to be flattened and trimmed.

The shale and slate rocks encountered in this cutting were of a very variable nature and degree of hardness. The strata were much distorted, and in some places were almost vertical and generally very crumpled and faulty.

The drilling and blasting of this distorted and faulty rock presented considerable difficulties, and the progress made was much slower than had been anticipated by the contractors. As a rule, springing of the drilled holes was impracticable, and 6-inch diameter holes had to be drilled with drills of the well-sinking type. In nearly all of the drilled holes water rose to the surface of the rock.

Station 76+50 to station 124+50—Mumford Road to Quinpool Road.—The cuttings and embankments are nearly completed to subgrade with the exception of the opening at the temporary wooden trestle over Chebucto road, station 101+60 to station 102+50.

Station 124+50 to station 145+50. Quinpool Road to Jubilee Road.—The surface materials overlying the solid rock to a depth of about 7 feet have been removed, and the surface of the rock exposed for drilling, which has been done with electric well-drills up to station 138+00, near Jubilee House.

The blasting of the rock in this section has been done up to station 130+00 near Prince Arthur street.

The old building known as the "Annex" to Jubilee House was sold by auction and removed from the right-of-way to a site on Quinpool road.

Jubilee House is being used by the contractors as a construction camp for their men.

All of the materials north of Jubilee House which have not been required for the railway embankments and filling of station grounds have been hauled to the new terminal yard being formed in Bedford basin.

A temporary wooden trestle bridge for vehicular traffic has been constructed over the railway cutting at Bayers road.

A slight diversion of this road was made northward so as to keep the temporary bridge clear of the permanent bridge which will later be constructed on the lines of the present roadway.

At Mumford road, a temporary grade crossing has been maintained over the railway.

Chebucto road is crossed by the contractors' construction tracks on a temporary timber trestle, giving ample clearance above the roadway.

Quinpool road and the Halifax Electric Tramway Company's tramway line have been diverted along the east side of the railway right of way to pass under a temporary timber bridge in the railway embankment at station 101+50, and through the lot of land purchased from Judge Wallace to rejoin the old roadway along the Northwest Arm.

A temporary road has also been constructed on the west side of the railway and inside of the right-of-way, to connect Quinpool road and Prince Arthur street.

Station 175+50 to station 182+50. Jubilee Road to Oakland Road.—No grading has yet been done. A stable and coach house building which stood on the railway right-of-way where it passes through the property formerly owned by Sir Sandford Fleming, K.C.M.G., has by arrangement been moved by the owners westward and clear of the railway right-of-way.

Station 182+50 to station 217+00. Oakland Road to "Maplewood" Driveway.—This section has for the most part been drilled to the full width with "Cyclone" electric drills, and blasted to subgrade, but the loosened rock and other materials have not yet been excavated.

"Oaklands House" (Station 191+00), formerly the property of Mr. Roderick McDonald, and sold by the Government at auction to Mr. F. B. McCurdy, M.P., was, while in course of being removed bodily from the railway right-of-way, burned down on Tuesday, the 29th December, 1914. Most of the ruins and debris have now been removed.

A temporary road has been constructed inside the railway fence along the east side of the right-of-way from "Winwick" avenue, station 201+00 to station 205+00, to give access to the cottages or bungalows in the Marlborough Woods subdivision west of the railway.

Station 217+00 to station 241+00. Maplewood driveway to Young Avenue.—On this section of the railway, good progress has been made in the deep and wide cutting, which has now been taken out to an average depth of 40 feet and width of about 95 feet.

The drilling of the rock over about one-half of this cutting is now down to the full depth required.

A temporary bridge for vehicular and pedestrian traffic has been erected over the cutting at Bower road, station 224+50. This bridge consists of two-timber "Howe" trusses with 93-foot span, and carries a 12-foot roadway with a sidewalk 4 feet wide on the west side, and on the east side a box containing water and gas supply pipes, with ample frost protection.

A temporary foot bridge of the "suspension" type, with steel wire ropes and timber towers, trusses and floor system with a span of 150 feet and foot-way 5 feet in width has been constructed for pedestrian traffic at station 238+10 to the west and clear of the site of the permanent bridge to be constructed to carry Young avenue over the railway cutting. Temporary stairways for foot passengers, and later a timber trestle bridge for vehicles were provided at this crossing previous to the erection of the suspension bridge.

Temporary roads have been constructed along the south side of the railway cutting and outside of the railway fence between Bower road and Tower road, and also on the line of Clarance street (proposed) between Bower road and Young avenue.

East of Young avenue the heavy excavations for the terminal yards have been continued steadily, and good progress has been made from the main line tracks at Young avenue northeastward and eastward to the harbour and north of the Bauld property.

A temporary road or diversion of Pleasant street from the old distillery to Owen street has been maintained throughout the progress of the excavations, as has also been the Halifax Electric Tramway Company's branch line to Point Pleasant park.

The filling of the reclaimed areas in the harbour for the terminals east of Pleasant street has been carried northward to the lumber yard pier and southward to the north boundary line of Point Pleasant park. This filling is now being extended outward into the harbour north of basin No. 1 so as to leave for the present a distance of about 250 feet, from the top of the slope of the filling to the cope lines of the proposed quay walls.

The houses, wharves and structures which stood on the site of the railway and terminal works have been removed or taken down from time to time as was required by the progress of the works. The houses have been sold by auction, and taken down or

removed bodily by the respective purchasers. In the case of the old steam laundry on Pleasant avenue, the laundry building and adjoining house have been handed over to the contractors for use as camp buildings for their men, and for subsequent removal by the contractors.

PERMANENT DRAINAGE.

The following concrete culverts have been built:—

Station 27+70.—5 feet by 5 feet by 24·5 feet, channel for stream diversion under H. & S. W. railway.

Station 28+50.—3 feet by 8 feet by 46·7 feet, box culvert under main line.

Station 75+75.—2½ feet by 3½ feet by 30·5 feet, box culvert under main line.

Station 76+40.—4 feet by 125·6 feet, arch culvert under Mumford road diversion.

Station 84+10.—2 feet by 2 feet 9 inches by 38·5 feet, box culvert under main line.

Station 91+00.—2 feet by 2 feet 9 inches by 38·5 feet, box culvert under main line.

Station 107+64·5.—4 feet by 82 feet, arch culvert under main line.

Station 115+44.—4 feet by 5 feet by 43·3 feet, box culvert under main line.

3 feet by 5 feet by 72·5 feet, box culvert under Quinpool road to Northwest Arm.

2 feet by 5 feet by 130 feet, flume connecting above two culverts for main drainage outlet to Northwest Arm.

The brooks which formerly entered Stanford's pond on the east and west side of the railway have been diverted along channels parallel to the railway on the east and west sides and excavated to depths 4 feet below subgrade of the railway cutting. The water from the brook on the west side has been carried under the railway by a concrete culvert at station 28+50 and, after joining the stream diversion on the east side, passes through a concrete drainage channel under the H. & S. W. railway into the old brook channel leading through the Carritte Paterson Manufacturing Company's property and under the I. C. R. into Bedford basin.

Catch water ditches along the east side of the railway right of way have been put in from station 82+00 to station 93+00, and the water from them has been carried under the railway through the concrete culvert at station 84+10 and station 91+00 to the brook on the west side of the railway, the bed of which was lowered from station 85+00 to station 93+00 of the railway chainage to secure efficient drainage.

The surface drainage water and a small brook north of Chebucto road have been carried under the railway and proposed station grounds by a 4-foot arch culvert at station 98+91.

An arch culvert at station 107+64 has been constructed to pass the drainage water from the steep side hill east of the railway and south of Chebucto road under the railway embankment to the Northwest Arm.

A 5-foot by 4-foot concrete culvert under the railway at station 115+44, with a connecting concrete-lined drainage channel or flume to Quinpool road and a culvert under the latter to the Northwest Arm, have been provided to carry off the heavy flow of drainage water from the railway cuttings east and south of this culvert, and of surface water brought down by the existing ditches paralleling Quinpool road east of the railway.

The railway cutting north of Quinpool road will be widened and deepened to provide satisfactory drainage ditches and outlets.

Timber Culverts.

Timber box culverts to pass the water from the west through the filling from the widening and terminal yard in Bedford basin are being constructed as follows:—

Station	198+00	(I.C.Ry.),	2 feet by 3 feet.
"	210+00	"	2 feet by 2 feet.
"	216+50	"	2 feet by 3 feet.
"	9+50	(H.O.T.Ry.)	4 feet by 3 feet.
"	13+00	"	2 feet by 3 feet.

These temporary culverts are to be replaced with culverts of permanent construction after the filling has thoroughly settled and consolidated.

House Drainage and Sewers.

The existing house drains and cesspools were cut off by the railway works at "Pinehurst" (station 133), the property of Mr. Robert C. O'Mullen, and at the "Bower" (station 224) the property of Mr. W. B. A. Ritchie. New concrete cesspools and drainage connections have been provided at these two properties clear of the railway right of way, and built in accordance with the detailed plans and requirements of the city board of health.

The 20-inch by 30-inch egg-shaped concrete sewer in Young avenue, south of the railway, has been cut off and diverted by a temporary wooden box sewer into a temporary wooden setting tank. The effluent from the settling tank is led off into the harbour by an open ditch.

The 36-inch diameter concrete sewer in Plover street has also been cut off and will be similarly dealt with, but a temporary settling tank has not yet been constructed.

The 96-inch diameter main outfall sewer which discharged at the old Esplanade now discharges into the harbour through a ditch or depression formed in the filling.

A piled timber trestle has been constructed over the length of this sewer outlet to carry the contractors' temporary construction tracks, for filling the harbour areas to be reclaimed to the north and east of the Esplanade.

Temporary wooden box drains have been provided where required through the new filling to carry into the harbour the drainage from the houses on Pleasant street formerly owned by Mr. H. R. Silver and Mr. S. M. Brookfield.

Along the western shore of Bedford basin the drains from Mount St. Vincent Academy and other buildings have been extended through the filling for the new terminal yard with temporary wooden box drains which are to be replaced with pipes or permanent work after the filling is thoroughly settled and consolidated.

Water Supply.

The railway has been carried over the main water supply pipes from the chain of lakes to the city of Halifax by concrete relieving arches or culverts constructed over the mains at station 92+00, where there is a 24-inch diameter cast-iron pipe, and at station 104+00 where there are two cast-iron pipes 24-inch diameter and 15-inch diameter respectively. These arches provide perfect protection to the mains, and give easy access for inspection, repairs, renewals, or alterations to the pipes, without affecting the railway or its operation.

Two shallow wells for supplying water to the houses owned by Dr. J. Gordon Bennet, one on each side of the right of way on the north side of Mumford road were affected by the railway works, and they have been deepened and reconstructed.

The branch water supply pipes from the city water main to Mr. H. S. Tremain's houses on Quinpool road were lowered for frost protection where they pass under the railway catch-water ditches and were laid inside 8-inch diameter cast-iron protecting pipes where they pass under the railway embankment at station 109+49.

A temporary pipe line across the railway cutting is being maintained south of Quinpool road for the water supply of "Armdale" from the city mains.

A new 6-inch diameter cast-iron pipe line has been laid along Bower road from Tower road with temporary wrought-iron section over the temporary traffic bridge, and is connected with the old city mains in Bower road and Franklin street, Miller street, and Tower road south of the railway.

A temporary 6-inch diameter wrought-iron pipe line was laid along the line of Miller street and connects the existing cast-iron mains in Tower road with those in Young avenue so that all of the district south of the railway is supplied with water both for domestic purposes and for fire protection.

A branch pipe line from the new main in Bower road has been laid to the "Bower" and to the "Oaks," in the former case to replace an existing connection with the city main, and in the latter to replace the water supply formerly obtained from wells which had dried up.

A temporary 4-inch diameter wrought-iron pipe line diversion from about 100 yards south of the old distillery to the "Bauld" property was laid through the terminal yard east of Pleasant street and connected at both ends with the old main in Pleasant street.

The old 6-inch diameter cast-iron pipe line in Plover and Owen street have been cut off and stopped clear of the terminal yard excavations.

Gas Supply.

The 4-inch diameter gas main in Bower road, after being carried for some considerable time in a temporary surface pipe line has been diverted over the temporay traffic bridge at Bower road and connected up with the old main in Bower road south of the railway cutting.

Pole Lines, Wires and Cables for Telegraph, Telephone and Electric Power Transmission.

The poles, wires, and cables of the W. U. Telegraph Company; Canadian Pacific Railway Company Telegraphs; Intercolonial Railway Signal System; Maritime Telegraph and Telephone Company; Halifax Electric Tramway Company's electric lighting and power lines; military cables, etc., have been taken down and removed, diverted, and reconstructed and altered where required by the new works or for safety or in order to be clear of the contractors' plant and operations. Great care has been taken in all cases to maintain these services as far as possible without interruption.

Breakwater.

In June, 1914, the contractors began work on the rubble mound breakwater from "Prince of Wales Cove" to the "Reid" Rock buoy.

This breakwater consists of a rock-fill or embankment formed of rock excavated with steam shovels from the railway cuttings west of Young avenue, and has been dumped from 16 cubic yards standard gauge air side dump cars.

A temporary timber trestle about 300 feet in length was first used for dumping from the shore end, and beyond that the dumping has been done from a steel span 40 feet long supported at its inner end on the end of the rock embankment and at the outer end on a timber scow 34 feet wide by 90 feet long by 8 feet deep, subdivided by bulkheads and provided with steam hoisting engine and centrifugal pump for moving the scow and span and for adjusting the scow by water ballasting to suit all stages of the tide. This scow also carries tail track for three of the 16 cubic yards standard gauge dump cars.

The core of the breakwater is now extended 1,300 feet from the shore, and the greatest depth of water yet found is 50 feet below low water of ordinary spring tides.

The riprapping of both slopes of the core to form the sides of the breakwater with large blocks of rock weighing 5 to 8 tons each has been advanced immediately behind the core filling. A steam locomotive crane is being used for loading and unloading and placing the larger blocks of rock.

This simple method of constructing the breakwater has proved very efficient and, in spite of the usual weather conditions since the commencement of the work, no serious damage has been done to the breakwater or contractors' plant, and there has been very little time lost on account of storms.

Appended are the following: Statement of men employed; list of contractors' plant on works; statement of estimated quantities of work done.

JAMES McGREGOR,
Superintending Engineer.

NUMBER of Men Employed (Exclusive of Office Staff, Superintendents, and General Foremen) by the Cook Construction Company Limited, and Wheaton Brothers. Average per day per month for year April 1, 1914, to March 31, 1915.

	Contract I.	Contract II.	Total.
1914.			
April	107	108	215
May	151	158	309
June	195	228	423
July	199	314	513
August	193	281	474
September	220	344	564
October	169	392	561
November	148	375	523
December	149	334	483
1915.			
January	145	270	415
February	131	294	425
March	127	328	455

Construction work has been carried on continuously by day and night shifts all the year round.

CONTRACTS Nos. I and II. The Cook Construction Company, Limited, and Wheaton Brothers, contractors. Statement of Plant on Works, March 31, 1915.

2 100C "Bucyrus" steam shovels, with 3 cubic yards dippers; 2 extra booms for same; 2 extra dippers for same; 1 extra dipper arm for same; 1 short jack arm; 2 extra hoisting chains.
1 70C "Bucyrus" steam shovel, with 2¼ cubic yards dipper; 1 extra boom for same; 1 extra dipper for same; 1 extra dipper arm for same; 1 extra hoisting chain for same.
2 model 60 "Marion" steam shovels, with 2¼ cubic yards dippers; 2 extra dippers for same; 1 extra hoisting chain for same.
4 standard gauge 6-wheel 65-ton locomotives, with tenders, 2 "Davenport," 2 "Baldwin."
38 standard gauge 16 cubic yards side air dump cars.
2 I. C. Ry. flat cars, 60,000-pounds capacity.
1 "Jordan" spreader No. 3.
7 three-foot gauge 4-wheel 15-ton locomotives, "Davenport."
1 "McMyler Interstate" locomotive steam crane, 25-ton capacity, 60-foot steel boom, one-1½ cubic yards Orange Peel bucket, one 1½ cubic yards Clam Shell bucket.
82 4 cubic yard 3-foot gauge side dump cars, Western Wheeled Scraper Co.
8 1½ cubic yard dump cars.
1 scow 34 feet by 90 feet, fitted with 40-foot steel span, centrifugal pump, and hoisting engine, used at breakwater.
1 "Smith" concrete mixer, wagon type, steam, portable, half cubic yard capacity.
1 steam pile driver, 45-foot leads, hammer 2,000 lbs., double drum direct connected engine.
4 traction electric "Cyclone" drills, size of bit, 5⅝".
4 non-traction electric "Cyclone" drills, size of bit, 5⅝".
4 steam "Cyclone" drills, size of bit, 5⅝".
1 small steam "Cyclone" drill, size of bit, 3".
2 non-traction electric "Clipper" drills, size of bit, 5⅝".
1 "Ingersol Rand" wagon drill, traction, size of bit, 3½".
7 5-C "Temple" electric Ingersol rand drills, size of bit, 3".
8 No. 44 Ingersol rand steam piston drills, size of bit, 2½".
2 No. 43¼ Ingersol rand steam piston drills, size of bit, 2½".
3 "Sullivan" steam piston drills, size of bit, 2½".
2 "Burrell" steam piston drills, size of bit, 2½".
1 "Napanee" steam piston drill, size of bit, 2½".
4 "Hary" jackhammer drills.
4 "Rand" jackhammer drills.
2 stationary water tanks, 10 feet by 12 feet.
2 large car water tanks, 4 feet by 8 feet by 24 feet.
1 small car water tank, 4 feet by 6 feet by 12 feet.
2 portable wagon tanks, one steel, one wood.

4 steam pumps.
8 miles temporary track, standard gauge.
2 miles temporary track, narrow gauge.
17 standard switches.
7 narrow gauge switches.
⅝ mile 20-pound rail.
1½ miles 2-inch pipe line.
1 mile 1½-inch pipe line.
2 standard gauge push cars.
2 3-foot gauge push cars.
2 standard gauge hand cars.
1 "Overland" 1913 model automobile.
2 horizontal 20-horsepower "Robb Brady" boilers, 120 pounds per square inch working pressure.
1 horizontal 10-horsepower "Matheson," boiler being repaired.
1 upright 8-horsepower boiler.
2 Ingersol Rand compressors, 180 cubic feet capacity, 100 pounds per square inch.

MACHINE SHOP EQUIPMENT.

1 "Lodge & Shirley" 20-inch stepcone lath.
1 "Oster" pipe machine, capacity, ½" to 2½" bolt dies, ¼" to 6" pipe dies.
1 "Barnes' drill press, 34".
1 "Massey" electric air hammer.
1 24 inches "Ohio" shaper.
1 20-horsepower motor.
1 20-horsepower motor, 500 rev. squirrel-cage type.
10 blacksmith forges.
10 anvils and outfits.
5 2-horse teams.
1 driving horse.
7 wagons.
4 sets sleighs.
6 dump carts.
3 camps and equipment for 250 men at each.
2 stables for twelve horses.

QUANTITIES.—Contract Nos. I and II.—The Cook Construction Company, Limited, and Wheaton Brothers.

Item.	Description.	Unit.	Total Estimated at letting of Contract.	Total Work done Year 1914-15	Total Work done to Date.
1	Clearing	Acre	53	21·47	75·02
2	Grubbing	10,000 s.f.	8	22·29	35·89
3	Cutting down dangerous trees	Each	30	33	33
4	Solid rock excavation, 3 mile free haul	Cu. yd.	1,120,000	711,905	814,329
5	Loose rock excavation " "	"	75,000	4,119	21,741
6	Hard-pan excavation " "	"	40,000	48,153	74,493
7	Earth excavation " "	"	70,000	4,645	14,209
8	Wet excavation for foundations, solid rock	"	1,300	22	22
9	Wet excavation for foundations, all materials other than solid rock	"	1,000	51·5	51·5
10	Overhaul all materials per cu. yd. per mile over the 3-mile free haul (rate 1c.)	"	50,000		
11	Piling in structure	Lin. ft.	4,000	2,119	2,119
12	Piling cut-off	"	2,000	134	134
13	Pile driving	"	2,000		
14	Sheet piling	M ft. b.m.	11		
15	Paving for culverts (not laid in cement)	Cu. yd.	300	67	67
16	Hand-laid rip-rap	"	300	460·7	500·7
17	Removing stones and large blocks of rock from reserve piles, and depositing same on slopes of breakwater and sea-slopes of yards; limit of haul, 3 miles	"	100,000	57,330	57,330
18	Temporary timber bridges for railway, highway, street and private road crossings, and other timber work and structures	M ft. b.m.	550	186·636	188·766
19	Planking for highway and private road crossings	"	35		
	Vitrified pipe culverts—				
20	12-inch diameter	Lin. ft.	200		
21	15 "	"	200		
22	18 "	"	200		
	Vitrified pipe drains or sewers, laid and jointed with rope yarn and 1 to 1 cement mortar—				
23	4 inch diameter	"	2,500		
24	6 "	"	2,500	772	772
25	9 "	"	2,500		
26	12 "	"	2,500	145	145
	Reinforced concrete pipe—				
27	24-inch diameter	"	600	30	30
28	27 "	"	200		
29	30 "	"	700		
30	33 "	"	1,600		
31	36 "	"	200		
	Cast iron pipe culverts—				
32	16-inch diamater	Lin. ft	200	38	38
33	18 "	"	200		
34	20 "	"	200		
35	24 "	"	200		
	Agricultural under tile drains—				
36	4-inch diameter	"	1,500		
37	6 "	"	1,500		
38	Concrete 1 : 2½ : 5, including forms	Cu. yd	1,500	862·3	882·3
49	Taking down, laying aside and afterwards rebuilding dry stone fence walls	"	900	3·6	3·6
40	Fencing, seven wire	Lin. yd.	20,000	12,785	12,785
41	Gates, with posts, complete	Each	30		
42	Iron, in drift bolts	Lb.	7,000	3,956	3,956
43	Iron, in screw bolts	"	7,000	8,063	8,063
44	Iron, forged or cut spikes	"	15,000	1,699	1,713
45	Cast-iron washers and separators	"	3,000	540	540
46	Steel for reinforcement embedded in concrete	"	45,000	69,093	72,799
47	Paving top of breakwater with large blocks of rock, as specified	Sq. yd.	5,000		
	Solid rock excavation, section 89	Cu. yd.		2,499	2,589
	Loose rock excavation, section 89	"		1,495	1,695
	Hard-pan excavation, section 89	"		3,488	3,708
	Earth excavation, section 89	"		244	332

DOCKS (FIRST UNIT).

Contract No. 3.

Contractors, Messrs. Foley Bros., Welch, Stewart & Fauquier.

Works included: Dredging and filling, quay walls, substructure for transit sheds and buildings, sewer and other works.

Date of acceptance of offer, November, 1913.

Work begun, March, 1914.

Dates specified for completion of works: All work north of cope line of north quay of pier "A" May 1, 1916; all of works, May 1, 1917.

Estimated amount of contract, $5,250,000.

Percentage of work done March 31, 1915 (based on estimated cost of $5,250,000), 3·86 per cent.

Practically no work had been done on this contract prior to March 31, 1914, although the contractors had begun to order some of the special new plant required in February, 1914, and to establish construction camps and machine shops, etc., early in March, 1914.

DREDGING.

The softer materials overlying the rock in the areas to be dredged in basins Nos. 1 and 2 have been removed by dipper dredge and deposited in the areas to be filled behind the bulkhead quays. Only a very small quantity of the dredged material was found unfit for use in the filling, and was taken to sea and wasted.

Dredging along the line of part of the bulkhead passenger landing quay and in the deep trench for the rubble mound foundations for the centre part of the quay wall was begun on 11th July, 1914, and continued until the 14th October, 1914, when the excavator was removed to basin No. 1, leaving the landing quay trench only partially dredged, and none of it completed to full depth and width. This deep dredging was done by a large steam revolving crane mounted on the wooden scow *Eleanor* and operating by a heavy Orange Peel bucket of 5½ cubic yards capacity.

Dredging of the site for the north return wall and for the basin at the north end of the bulkhead passenger landing quay was begun on the 24th March, 1914, by the dipper dredge *King Edward*, and is now practically completed.

SUBMARINE ROCK DRILLING, BLASTING, AND DREDGING.

The rock to be removed from the basins consists of slate or ironstone and hard shale in irregular inclined and crumpled strata, very broken and seamy, and interspersed with mud and clay. Experience gained in similar materials on the railway works indicated that the well-sinking type of rock drills with 6-inch cable or churn drills was the most suitable, and a new drill boat 91 feet by 31 feet by 8 feet, fitted with seven "Keystone" steam drilling machines, was built, and began drilling at the north end of the passenger landing quay on July 14, 1915. It began drilling in basin No. 1 on the 6th August, 1914.

This submarine drilling in basin No. 1 has been carried on continuously by night and day shifts throughout the winter, from 5,000 to 7,000 cubic yards of rock being drilled and blasted per month. The blast holes are drilled about 8 feet apart, and out in the basin clear of the quay walls from 4 to 6 feet below final dredged depth. Low-freezing 75 per cent dynamite is used, and is fired by electric current. Cast piping is used in all the holes to prevent the sides from collapsing and jamming the drills, and is withdrawn as the holes are being loaded with the explosives. The plant and system of blasting are working satisfactorily and a second drill boat, 115 feet by 37 feet by 8 feet, to carry nine drilling machines, was ordered late in March, 1915, and is now being built.

In November, 1914, a "Lobnitz" rock breaker belonging to the Public Works Department of Canada was tried for a few weeks along the line of the north quay of basin No. 1, but the results were unsatisfactory on account of the nature of the rock, and its use was discontinued.

The blasted rock in basin No. 1 has been partly dredged by the steam crane and large Orange Peel bucket mounted on the scow *Eleanor,* but most of it will later be removed by dipper dredge.

This dredged rock, which had been intended to be used in the rubble mound foundations of sections of the quay walls, was found unsuitable for that purpose and was therefore deposited in the harbour areas to be filled.

FILLING PIER "A."

About 23,000 cubic yards of sand from Drake's passage was deposited along the centre of pier "A" by the suction dredge *Prince Ito.*

BLOCK MOULDING YARD.

After much consideration it was decided that the yard for the making and seasoning of the large cellular reinforced concrete blocks for the quay walls should be located on the areas partly graded and to be graded for the railway terminal yards and quays east of Young avenue and north of Owen street.

Blacksmith and machine shops, woodworking and carpenter shops, warehouse, camp, etc., were installed at the north end of the yard in the old distillery and other buildings on the west side of Pleasant street. A central steam generating electric power and lighting plant of about 300 horse-power was installed in new buildings close to the Royal Nova Scotia Yacht Squadron building, and adjoining the power house a central concrete mixing plant with overhead gravel and sand bins, elevators, screens, crushers, etc., was erected and connected up with the old Squadron building, which is now used for cement sheds, etc. A temporary timber wharf, about 300 feet long, was constructed northward from the Yacht Squadron wharf and provided with two steam derricks and a tunnel in the rear fitted with roof spouts and belt conveyor for unloading sand and gravel from scows into the storage piles and conveying them from there to the concrete mixing plant.

A machine shed for bending and fitting the reinforcing steel with adjoining storage racks and sheds for steel bars was erected on the water front and fitted with the necessary machines and appliances, south of the power house, and of a new temporary timber pier 500 feet by 40 feet constructed by the contractors along the centre of proposed pier "B."

Seventeen timber moulding platforms were laid down on the area east of Pleasant street and north of Owen street adjoining the mixing plant and power-house, and by November 14, 1914, when concreting had to be stopped on account of frost, seventeen of the reinforced concrete cellular blocks had been made. Specially designed and constructed steel forms for this work were used. The sand and gravel used were brought by scows from an island in Mahone bay, near Chester, N.S. The cement was obtained from Belleville, Ont., and the steel from Sydney and New Glasgow, N.S.

QUAY WALLS.

Very little work has yet been done in connection with the construction of the quay walls themselves, but some of the heavier items of new and special plant required have been built and delivered, while other items are now in course of construction.

A large new diving bell with a steel-working chamber, 38 feet by 26 feet by 7 feet, provided with separate man and materials, shafts, and locks, and capable of sinking and refloating itself at any required position for preparing and laying foundations in

depths of water up to 55 feet, has been constructed and is now on the works along with an attendant scow 100 feet by 32 feet by 8 feet, fitted with high and low pressure air compressors, force pump for water jet, electric light generating set, concrete mixer, and bins and steam derrick, etc.

A large travelling steam crane mounted on five trucks and capable of handling a 75-ton load at 70 feet radius has been delivered and erected on the works, with special lifting apparatus for handling the 63-ton cellular reinforced concrete blocks which are to be set in the quay walls with this crane.

A very heavy steam locomotive crane to travel on standard gauge tracks is nearly completed in the maker's shops. It will be used for lifting and transporting the concrete blocks in the moulding and storage yards.

GRANITE QUARRY.

Granite quarries are being opened by the contractors on the lands acquired for that purpose by the Dominion Government at Purcells cove at the mouth of the Northwest Arm.

Granite rubble for the mound foundations of the quay walls will be obtained from the quarry at the shore level, and granite for the cut-stone coping and facing of the walls above low-water level will be obtained from the high level quarry on the top of the cliff.

Appended are the following: Statement of men employed; List of contractors' plant on works; Statement of estimated quantities of work done.

NUMBER of Men Employed (exclusive of Office Staff, Superintendents, and General Foremen) by Messrs. Foley Bros., Welch, Stewart & Fauquier, for Year April 1, 1914, to March 31, 1915.—Contract No. III.

April	12
May	31
June	84
July	91
August	145
September	152
October	132
November	124
December	95
1915.	
January	100
February	83
March	118

Construction work has been carried on continuously by day and night shifts all the year round.

STATEMENT of Plant on Works March 31, 1915.—Contract No. III—Docks (First Unit) Messrs. Foley Bros., Welch, Stewart & Fauquier, Contractors.

Scow No. 1—Derrick Scow.—1 wooden scow, 20 feet by 90 feet by 8 feet; 1 ten-ton derrick; 1 bull wheel for swinging; 1 "Beatty" 3-drum 8-inch by 12-inch cylinder hoisting engine; 1 "Mead-Morrison" derrick swinging engine.

Scow No. 2—Drill Scow.—1 wooden scow with housing 31 feet by 91 feet by 8 feet; 4 spud shoes; 2 wooden water tanks; 7 No. 3 "Keystone" drilling machines for 5⅝-inch bit; 2 40-horse-power locomotive-type boilers; 4 "Beatty" 8¼ inches by 10 inches cylinder 20 inches by 20 inches drums, spud engines; 2 "Mead-Morrison" No. 125 9 inches by 10 inches cylinder winch engines; 1 No. 7 "Vim" engine; 1 No. 415 "Cochrane" feed water heater; 1 "Blake-Knowles" 8 inches by 8 inches by 12 inches simplex pump; 1 4¼ k. w. generator set and accessories; 2 No. 183580A carbon arc lamps.

Scow No. 3—Excavator No. 2.—1 steel frame 180 feet by 40 feet by 12 feet 8 inches scow; 1 "Marion" model 281 excavator; angle iron for reinforcing timber spuds; 1 set spuds, spud guides and attachments for *No. 3* scow; 1 set spud castings; 1 "Hayward" special 5 cubic yards Orange Peel bucket.

Scow No. 4—Excavator No. 1.—1 scow *Eleanor*, wood, 137 feet by 37 feet by 12 feet; 1 wooden water tank; 1 "Marion" model 261 excavator; 1 "Hayward" class No. "E' 5 inches cubic yards clam shell bucket; 2 "Mead-Morrison" 9 inches by 10 inches cylinder No. 125 winch engines; 1 "Blake-Knowles" 10 inches by 6 inches by 2 inches duplex pump; 1 3¼ k.w. generator set and accessories; 1 black slate switchboard; 2 No. 183580A carbon arc lamps; 1 extra 38-foot boom and trucks for handling 62 tons at 44-foot radius; 1 "Hayward" special 3 sided 3½ cubic yards O.P. bucket.

Scows Nos. 5 and 6.—Wooden scow *Dombrico*, double, each section 100 feet by 40 feet by 10 feet.

Scow No. 7—Coal and Water Tender.—1 hull old government dredge *Geo. McKenzie*; 1 "Blake-Knowles 8 feet by 8 feet by 12 inches simplex pump.

Scow No. 8 and Diving Bell.—1 steel frame scow 100 feet by 32 feet by 8 feet; 2 steel water tanks; 1 20-ton derrick (derrick No. 2); 2 No. 13 "Ames" locomotive-type boilers; 1 "Beatty" 3-drum hoist without boiler; 1 "Mead-Morrison" derrick swinging engine; 1 No. 7 "Vim" engine; 1 10 inches by 10 inches by 12 inches "Rand" straight line air compressor; 1 36 inches by 8 feet "Rand" air receiver; 1 12 inches by 16 inches by 12 inches "Rand" compressor; 1 42 inches by 10 feet "Rand" air receiver; 1 "Blake-Knowles" 10 inches by 6 inches by 12 inches duplex pump; 1 "Bowden" boiler feed pump; 1 diving bell; 2 air-lock doors for man shaft; 1 air-lock for diving bell, material shaft; 1 "Morris" submerged centrifugal pump; 1 25-horsepower adjustable speed motor set.

Scow No. 9.—1 wooden scow, 29 feet by 16 feet by 2 feet 8 inches.

Scow No. 10.—1 wooden scow, 36 feet by 18 feet by 3 feet 4 inches.

Scow No. 11.—1 wooden scow, 26 feet by 76 feet by 7 feet.

Power-House.—2 "Ames" No. 16 locomotive-type boilers; 2 "Ames" 14 inches by 14 inches engines; 2 "Bowden" boiler feed pumps; exhaust piping; two 100-k.w. generator sets and accessories; 8 switches; 1 "Cochrane" No. 425 feed water heater.

Mixing Plant.—Cement shed and mixing house, with 3 No. 62 "Ransome" concrete mixers each half cubic yard capacity; sand bin, 140 cubic yards capacity; gravel bin, 200 cubic yards capacity; bucket elevator, screens, crusher, etc.; gravel and sand belt conveyor, 24 inches wide, in tunnel 250 feet long under sand and gravel pile; 1 "Parker" reversible friction hoist; one 25-h.p. motor set (crusher); one 30-h.p. motor set (top); one 7½-h.p. motor set (tunnel big belt); one 3½-h.p. motor set (tunnel small belt).

Bending Shed.—one 2¼-h.p. motor set; 6 "Fisher" bar benders; 1 bar punch; bar bending castings (Hillis & Sons).

Spouting Tower.—Structure wood and iron; 1 electric hoist.

Forms.—1 trial wooden form for S-1 shells; 24 sets steel forms for S-1 shells, with extension sets for other shells.

Yard.—3 small flat cars; 1 "Industrial" 20-ton locomotive crane; 1 "Industrial" 150-ton locomotive crane; 2 gasolene locomotives; 1 standard gauge 20-ton locomotive; 1 push car; 2 track jacks; 1 portable rail saw; 7 switch sets for 80-pound rail; 18 No 189925A carbon arc lamps; 6 switch sets for 80-pound rail; 1 diamond for 80-pound rail; two 35-h.p. motors; 1 derrick car; 4 frogs for 80-pound rail.

Derricks Nos. 3, 4 and 5.—3 derrick outfits; extra fittings; 1 derrick No. 3 (sand); 1 "Beatty" 3-drum hoist, without boiler; 1 "Mead-Morrison" No. 131 swinging engine; 1 derrick No. 4; 1 derrick No. 5 (traveller); 1 "Beatty" 3-drum hoist, with boiler; 1 "Mead-Morrison" No. 131 swinging engine.

Pile Driver.—1 "Marsh Henthorn" 2-drum hoist; 1 pile driver.

Machine Shop.—1 radial drill; 1 "Yankee" grinder; 1 air drill; 1 power grindstone; 1 power jack-saw; 1 "Davis" keyseating machine; 1 power hammer; 1 "Lodge & Shipley" 16-inch lathe; 1 "Bertram" 20 inches by 24 inches by 6 feet lathe (cap); 2 10-h.p. motor sets (staff); 1 "Pease" 24 inches by 24 inches by 6 inches planer; 1 "Buzz" planer (carpenter shop); 1 punch and shear; 1 pipe-cutting and threading machine; shafting; 1 power rip and cut-off saw (car shop); 1 oxy acetylene cutting and welding outfit; 1 10-h.p. motor set (car shop); 1 25-h.p. motor set (car shop); 1 7½-h.p. motor set (car shop); 1 "National" motor-driver air compressor.

Buckets.—1 1½ cubic yards "Hayward" clam shell bucket; 2 self-righting coal buckets, 27 cubic feet; 1 cubic yard "Hayward" clam shell bucket; 1 cubic yard "Hayward" clam shell bucket.

Diving Equipment.—2 "Morse" diving outfits.

Small Plant.—2 "Reading" 1-ton chain blocks; 2 electric shop drills; 2 carbon lights; 2 warehouse trucks; tarpaulins; 4 hand trucks; 2 wagon trucks; 6 "Prentiss" vices; 4 "Buffalo" forges; 1 chainblock; 3 H.S. jacks.

Boats.—4 16-foot row-boats; 2 18-foot row-boats; 1 26-foot motor-boat, complete; 1 double dory.

Fleet Sundries.—Anchors; 2 ship's bells; 4 iron buoys; checks and towing bits; 2 davits; towing hawsers.

Quarry Plant.—2,400 feet 40-pound rail; 2 switch sets for 40-pound rail; 1 "Canadian Rand" drill; three 36-inch gauge flat cars; 500 pounds fish plates; stone dressing outfit; 2 "Reliance" 13 inches by 24 inches jaw crushers; 1 "Reliance" elevator; 4 "Kotten" portable crane surfacers, with accessories; 1 8 by 12 double cylinder, 3-drum hoist; 1 No. 131 "Mead-Morrison" swinging engine; 1 150-h.p. boiler and stack (second hand); 8 pieces, hard pine 14 inches by 14 inches by 60 feet by 65 feet; 2 "Sullivan" plug drills.

Other Plant not yet in use.—1 No. 10 "Ames" H. P., locomotive-type boiler; 1 No. 3 "Keystone" drilling machine; 4 No. 3 "Keystone" drilling machines; 4 No. 3 "Keystone" drilling machines; 1 "Mead-Morrison" No. 131 derrick S. engine; 4 "Mead-Morrison" No. 125 winch engines; 4 "Beatty" 8¼ inches by 10 inches cylinder 20 inches by 20 inches drum spud engines; 4 steel spuds (discontinued const.); 4 "Beatty" 9 inches by 12 inches cylinder 20 inches by 24 inches drum spud engines; 1 "Beatty" 3-drum hoist, with boiler; one 25-k.w. generator set; one 3¼-k.w. generator set; one 10-h.p. motor set; 1 black slate switchboard; 1 duplex pump 4¼ inches by 2¼ inches by 4 inches.

Dredging Plant (The W. J. Poupore Co., Ltd., sub-contractors).—1 dipper dredge *King Edward;* 1 clam shell dredge *Prince Louis*; 3 hopper dump scows; 4 steam tugs, *Army, Samson, Prince Ray, Hero.*

QUANTITIES.—Contract No. III.—Messrs. Foley Bros., Welch, Stewart & Fauquier. Contractors.

Item.	Description.	Unit.	Total Estimated at Letting of Contract	Total Work done Year 1914-15, and to date.
8	Excavating under water and dredging in basins I and II and for quay walls of pier "A," west quays of basins I and II and north quay of basin No. 1 to depths varying from 30 feet to 45 feet below L.W.O.S.T., class I	Cu. yd.	210,000	25,450
9	Excavating under water and dredging in basins Nos. 1 and II and for quay walls of pier "A," west quays of basins Nos. I and II and north quay of Basin No. I to depths varying from 30 feet to 45 feet below L.W.O.S.T., class II	"	130,000	63,400
10	Excavating under water and dredging for and east of bulkhead passenger landing quay wall and north return end of same to depth of 45 feet below L.W.O.S.T., class I	"	25,000	30
11	Excavating under water and dredging for and east of bulkhead passenger landing quay wall and north return end of same to depth of 45 feet below L.W.O.S.T., class II	"	45,000	17,700
13	Excavating under water and dredging for quay wall foundations to depths exceeding 45 feet below L.W.O.S.T., class II	"	80,000	16,185
17	Filling quay spaces and reclaimed areas with borrowed materials	"	1,750,000	23,000
33	Concrete "Class C" in cellular reinforced concrete shells and in slabs for quay walls, below L.W.O.S.T	"	85,000	283
67	Twisted reinforcing steel bar ¾-inch square, and under	Lb	15,800,000	89,000

INTERCOLONIAL RAILWAY—PRINCE EDWARD ISLAND RAILWAY.

OFFICE OF THE MECHANICAL ACCOUNTANT,

MONCTON, N.B., June 25, 1915.

SIR,—I beg to submit the following information for the annual report covering the Intercolonial and Prince Edward Island railways for the fiscal year ended March 31, 1915.

A.—Statement showing the number of locomotives and the different classes of other rolling stock on the line of the Intercolonial Railway.

B.—Statement showing the mileage made, and the coal, oil, grease, and waste consumed by locomotives on the Intercolonial Railway.

C.—Statement showing the number of locomotives and the different classes of other rolling stock on the line of the Prince Edward Island Railway.

D.—Statement showing the mileage made, and the coal, oil, grease, and waste consumed by locomotives on the line of the Prince Edward Island Railway.

E.—Summary of the principal work done in the shops at Moncton, Halifax, and Rivière-du-Loup for the Intercolonial Railway.

F.—Summary of the principal work done in the shops at Charlottetown for the Prince Edward Island Railway.

The following rolling stock was purchased for the Intercolonial Railway on Capital Account: Twenty-one locomotives (10 passenger, 6 freight, 5 switching); 540 box cars, steel underframe, 80,000 capacity; 4 pit cars, 150,000 capacity; 1 steam wrecking crane, 100-ton capacity; 1 wing ballast spreader.

Nineteen express refrigerator cars were built in the shops at Moncton on Capital Account.

Sixty-one underframe box cars, 60,000 capacity, were purchased on Equipment Renewals Account, Revenue.

The following rolling stock was converted in the shops at Moncton: One postal and express to full postal; 3 postal and smoking to postal and express; 4 combined colonist and baggage to commissary cars; 2 box cars to flangers; 9 box cars to stock; 1 box car to survey and inspection; 1 flat car to ballast trimmer.

The branch lines, New Brunswick and Prince Edward Island, the International, the St. John and Quebec, and the National Transcontinental east of Quebec, were operated during the year, and the following serviceable rolling stock was taken over with the two first-named lines:—

New Brunswick and Prince Edward Island Railway: one locomotive, 3 passenger cars, 2 snow ploughs.

International Railway: three locomotives, 6 passenger cars, 1 official car, 40 flat cars, 1 van, 1 auxiliary, 1 snow plough, 1 flanger.

Intercolonial Railway rolling stock was used on the branch lines during the year, as follows:—

New Brunswick and Prince Edward Island Railway: two locomotives, 2 passenger cars, 34 freight cars.

International Railway: one locomotive, 5 passenger cars, 34 freight cars.

National Transcontinental Railway: eleven locomotives, 8 passenger cars, 242 freight cars.

St. John and Quebec Railway: three locomotives, 4 passenger cars, 28 freight cars.

I have the honour to be, sir,

Your obedient servant,

G. R. JOUGHINS,
Superintendent of Rolling Stock.

J. J. WALKER,
Mechanical Accountant.

INTERCOLONIAL RAILWAY OF CANADA.

A—Statement showing the number of Locomotives and the various classes of other Rolling Stock on the line on the 31st March, 1914, and the 31st March, 1915.

	PASSENGER CARS.													FREIGHT CARS.													
	Locomotives.	Sleeping Cars.	Parlour Cars.	Dining Cars.	Colonist Cars.	1st class passenger cars.	2nd class passenger cars.	Postal cars.	Baggage cars.	Box Baggage cars.	Air Brake Instruction Car.	Steam Motor car.	Total Passenger cars.	Box cars.	Refrigerator cars.	Platform cars.	Pulpwood cars.	Oil Tank cars.	Hopper cars.	Gondola cars.	20-ton Coal cars.	Hart Otis Steel Dump cars.	Stock cars.	Hart Convertible Dump cars.	Pit cars.	Vans.	Total Freight cars.
On hand serviceable and repairing, March 31st, 1914	388	48	8	16	59	159	88	36	71	26	1	1	513	8676	178	3062	48	55	565	4	309	276	176	300	..	136	13785
To be replaced at March 31st, 1914	....	..	..	..	..	....	1	1.	..	..	..	..	11	....	1	45	4	..	75	1	67	....	....	....	....	3	196
Total equipment at March 31st, 1914	388	48	8	16	59	159	99	36	71	26	1	1	524	8676	179	3107	52	55	640	5	376	276	176	300	..	139	13981
Purchased during the year on Capital Account	21	..	..	..	..	....	....	....	....	....	....	....	....	540	....	....	....	....	....	....	....	....	....	....	4	....	544
Built in the shops at Moncton on Capital Account	....	..	..	..	..	....	....	....	....	....	....	....	....	....	19	....	....	....	....	....	....	....	....	....	....	....	19
Converted in the shops at Moncton; 9 box to stock, 1 box to survey and inspection, 7 flats to derrick cars, 1 flat to ballast trimmer, 1 flat to pintsch gas car, 4 colonist and baggage to commissary cars, 1 box to flanger	....	..	..	4	4	....	....	....	....	....	....	....	....	11	....	9	..	..	....	..	....	....	9	....	..	....	11
Transferred from Engineering Department																											
Total equipment at March 31st, 1915	409	48	8	20	55	159	99	36	71	26	1	1	524	9205	198	3098	52	55	640	5	376	276	185	300	4	139	14533
To be replaced at March 31st, 1914, as above	....	..	..	..	..	....	11	..	..	..	..	..	11	....	1	45	4	..	75	1	67	....	....	....	..	3	196
Condemned and destroyed during the year	....	..	..	..	..	1	3	1	..	..	..	..	5	199	6	320	..	1	42	..	90	....	10	....	..	1	669
Total condemned and destroyed to March 31st, 1915	....	..	..	..	..	1	14	1	..	..	..	..	16	199	7	365	4	1	117	1	157	..	10	....	..	4	865
Purchased on Renewals Account to replace	....	..	..	..	..	....	....	....	....	....	....	....	....	61	....	....	....	....	....	....	....	....	....	....	....	....	61
Converted in the shops at Moncton from condemned box car to replace	....	..	..	..	..	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....
Total to be replaced at March 31st, 1915	....	..	..	..	..	1	14	1	..	..	..	..	16	138	73	65	4	11	17	1	157	..	10	....	4	....	804
Add serviceable and repairing	409	48	8	20	55	158	85	35	71	26	1	1	508	9067	191	2733	48	54	523	4	219	276	175	300	4	135	13729
Total equipment at March 31st, 1915, as above	409	48	8	20	55	159	99	36	71	26	1	1	524	9205	198	3098	52	55	640	5	376	276	185	300	4	139	14533

| Intercolonial Railway rolling stock was used on the following lines— | | |

INTERCOLONIAL RAILWAY OF CANADA—*Continued.*

A.—STATEMENT showing the number of Locomotives and the various classes of other Rolling Stock on the line on the 31st March, 1914, and the 31st March, 1915—*Continued.*

	WORK CARS.																										
	Auxiliary cars.	Stores Supply car.	Pintsch Gas car.	Snow Ploughs—Common.	Snow Ploughs—Wing.	Snow Ploughs—Steam Rotary.	Snow Ploughs—Double Track.	Snow Ploughs—Double End.	Flangers.	Steam Cranes.	Ballast Spreader—Rogers.	Ballast Trimmer.	Centre Ballast Ploughs.	Side Ballast Ploughs.	Ballast Ploughs Unloaders.	Ballast Spreaders—Wing.	Concrete Mixers.	Sand Blast Machine	Well Boring car.	Ditchers.	Steam Derricks.	Hand Derricks.	Steam shovels.	Portable rail sawing and Boring machine.	Pile Drivers.	Survey and Inspection cars.	Total Work cars.
On hand serviceable and repairing, March 31st, 1914	23	1	1	50	22	2	2	1	41	18	2	....	..	..	..	....	....	....	1	1	1	....	3	1	1	15	186
To be replaced at March 31st, 1914	....	....	....	1	..	....	....	..	..	..	....	....	..	..	..	....	....	....	..	..	..	....	....	....	..	..	1
Total equipment, March 31st, 1914	23	1	1	51	22	2	2	1	41	18	2	....	..	..	..	....	....	....	1	1	1	....	3	1	1	15	187
Purchased during the year on Capital Account	....	....	....	..	..	....	....	..	..	1	....	....	..	..	..	....	....	....	..	..	..	....	....	....	..	..	2
Built in the shops at Moncton on Capital Account	....	....	....	..	..	....	....	..	..	..	....	....	..	..	..	....	....	....	..	..	..	....	....	....	..	..	....
Converted in the shops at Moncton; 9 box to stock, 1 box to survey and inspection, 7 flats to derrick cars, 1 flat to ballast trimmer, 1 flat to pintsch gas car, 4 colonist and baggage to commissary cars, 1 box to flanger	....	....	1	..	..	....	....	..	1	..	....	1	..	..	..	....	....	....	..	..	..	7	....	....	..	1	11
Transferred from Engineering Department	....	....	....	..	..	....	....	..	..	..	....	....	5	5	2	....	4	1	..	..	..	....	....	....	1	..	18
Total equipment at March 31st, 1915	23	1	2	51	22	2	2	1	42	19	2	1	5	5	2	1	4	1	1	1	1	7	3	1	2	16	218
To be replaced at March 31st, 1914, as above	....	....	....	1	..	....	....	..	..	..	....	....	..	..	..	....	....	....	..	..	..	....	....	....	..	..	1
Condemned and destroyed during the year	....	....	....	2	..	....	....	..	..	1	....	....	..	..	..	....	....	....	..	..	..	....	....	....	..	..	3
Total condemned and destroyed to March 31st, 1915	....	....	....	3	..	....	....	..	..	1	....	....	..	..	..	....	....	....	..	..	..	....	....	....	..	..	4
Purchased on Renewals Account to replace	....	....	....	..	..	....	....	..	..	..	....	....	..	..	..	....	....	....	..	..	..	....	....	....	..	..	....
Converted in the shops at Moncton from condemned box car to replace	....	....	....	..	..	....	....	..	..	1	....	....	..	..	..	....	....	....	..	..	..	....	....	....	..	..	1
Total to be replaced at March 31st, 1915	....	....	....	3	..	....	....	..	..	..	....	....	..	..	..	....	....	....	..	..	..	....	....	....	..	..	3
Add serviceable and repairing	23	1	2	48	22	2	2	1	42	19	2	1	5	5	2	1	4	1	1	1	1	7	3	1	2	16	215
Total equipment at March 31st, 1915, as above	23	1	2	51	22	2	2	1	42	19	2	1	5	5	2	1	4	1	1	1	1	7	3	1	2	16	218

The following Intercolonial Railway rolling stock was used on the branch lines recently acquired—

New Brunswick and Prince Edward Island Ry	
International Ry	
National Transcontinental	
St. John & Quebec Ry	

J. J. WALKER.
Mechanical Accountant.

INTERCOLONIAL RAILWAY OF CANADA.

B.—STATEMENT of mileage, coal, oil, grease and waste consumed by Locomotives for the year ended March 31, 1915.

Months.	Locomotive mileage.	Consumption.					Average consumption per 100 miles.				
		Coal.	Valve oil.	Engine oil.	Wool waste	Grease.	Coal.	Valve oil.	Engine oil.	Wool waste	Grease.
1914		Tons.	Pints.	Pints.	Lb.	Lb.	Lb.	Pints.	Pints.	Lb.	Lb.
April	813,712	48,232	12,234	20,400	1,057	4,590	13,277	1·50	2·50	0·13	0·56
May	786,860	43,789	11,849	23,185	918	4,497	12,466	1·50	2·95	0·12	0·57
June	818,504	44,545	12,770	24,719	924	4,673	12,191	1·56	3·02	0·11	0·57
July	877,808	46,156	13,369	24,718	918	4,617	11,779	1·52	2·81	0·10	0·53
August	845,143	45,329	12,716	26,108	906	4,409	12,014	1·50	3·08	0·10	0·52
September	816,889	45,103	12,774	26,284	915	4,567	12,368	1·56	3·21	0·11	0·56
October	792,263	44,209	11,847	21,531	834	4,600	12,499	1·50	2·71	0·10	0·58
November	779,892	45,891	12,290	22,868	865	3,684	13,181	1·58	2·93	0·11	0·47
December	816,907	52,064	12,886	23,520	918	4,378	14,276	1·57	2·88	0·11	0·53
1915											
January	687,778	47,646	10,616	20,856	803	4,546	15,518	1·54	3·03	0·12	0·66
February	653,981	47,130	10,074	21,434	729	5,482	16,143	1·54	3·27	0·11	0·84
March	723,303	46,658	11,148	24,528	830	5,700	14,449	1·54	3·39	0·11	0·79
Total	9,413,040	556,752	144,573	280,151	10,617	55,743	13,248	1·53	2·97	0·11	0·59

J. J. WALKER.
Mechanical Accountant.

PRINCE EDWARD ISLAND RAILWAY.

C.—STATEMENT showing the number of Locomotives and the various classes of other Rolling Stock on the line, on March 31, 1914, and March 31, 1915.

		PASSENGER CARS.								FREIGHT CARS.									WORK CARS.			
	Locomotives.	1st class passenger cars.	2nd class passenger cars.	Combination 2nd class and Baggage cars	Postal cars.	Combination Postal and baggage cars.	Baggage.	Total passenger cars.	Box cars.	Refrigerator cars	Stock cars	Oil tank cars.	Hart Convertible cars.	Coal cars	Platform cars.	Vans.	Total Freight cars.	Snow Ploughs.	Flangers.	Steam Shovels.	Total Work cars.
On hand, serviceable and repairing at March 31, 1914	22	19	9	5	4	3	6	46	308	3	28	1	15	11	150	3	519	10	8	1	19
To be replaced at March 31, 1914	9	4	4	2	....	1	2	13	5	....	....	....	....	1	4	1	11	1	....	....	1
Total equipment at March 31, 1914	31	23	13	7	4	4	8	59	313	3	28	1	15	12	154	4	530	11	8	1	20
To be replaced at March 31, 1914, as above	9	4	4	2	....	1	2	13	5	....	....	....	....	1	4	1	11	1	....	....	1
Condemned during the year 1915. Nil	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....
Total condemned at March 31, 1915	9	4	4	2	....	1	2	13	5	....	....	....	....	1	4	1	11	1	....	....	1
Rebuilt during the year. Nil	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....
To be replaced at March 31, 1915	9	4	4	2	....	1	2	13	5	....	....	....	....	1	4	1	11	1	....	....	1
Add serviceable and repairing	22	19	9	5	4	3	6	46	308	3	28	1	15	11	150	3	519	10	8	1	19
Total equipment at March 31, 1915	31	23	13	7	4	4	8	59	313	3	28	1	15	12	154	4	530	11	8	1	20

J. J. WALKER.
Mechanical Accountant.

PRINCE EDWARD ISLAND RAILWAY.

D.—STATEMENT of mileage and coal, oil and wool waste consumed by Locomotives for the year ended March 31, 1915.

Month.	Locomotive mileage.	Consumption.				Average consumption per 100 miles.			
		Coal.	Valve oil.	Engine oil.	Waste (cotton)	Coal.	Valve oil.	Engine oil.	Waste (cotton)
1914		Tons.	Pints.	Pints.	Lb.	Lb.	Pints.	Pints.	Lb.
April	32,393	1,097	448	1,096	482	7,587	1·38	3·38	1·48
May	38,837	1,062	560	1,200	581	6,123	1·44	3·08	1·49
June	42,602	1,162	500	1,084	58.	6,109	1·17	2·54	1·38
July	49,604	1,337	712	1,624	74.	6,03	1·43	3·27	1·49
August	48,219	1,478	684	1,548	6 6	6,86	1·42	3·21	1·40
September	48,442	1,340	728	1,492	76	6,19	1·50	3·08	1·57
October	45,164	1,302	596	1,368	749	6,45	1·31	3·07	1·66
November	41,958	1,287	564	1,232	68	6,87	1·34	2·93	1·64
December	41,111	1,290	620	1,208	77	7,02	1·50	2·93	1·88
1915									
January	35,462	989	556	1,088	649	6,24	1·57	3·06	1·80
February	33,078	1,163	546	1,016	558	7,87	1·65	3·07	1·68
March	38,138	1,127	660	1,096	760	6,61	1·73	2·87	1·99
Total	495,008	14,634	7,174	15,072	8,096	6,62	1·45	3·04	1·61

J. J. WALKER.
Mechanical Accountant.

E.—The following work was done in the locomotive shops at Moncton during the year:—

Erecting Shop.

49 locomotives were rebuilt.
69 locomotives received general repairs.
42 locomotives received heavy repairs.
46 locomotives received light repairs.
1 locomotive received specific repairs.

Blacksmith Shop.

2,800,770 pounds iron forgings, including 1,236,398 pounds bolts were made.
925,589 pounds steel forgings were made.
251,295 pounds nuts were made.

Pattern Shop.

98 patterns for brass castings were made.
25 patterns for brass castings were repaired.
199 patterns for iron castings were made.
51 patterns for iron forgings were repaired.
50 patterns for steel castings were made.
16 patterns for steel castings were repaired.
13 patterns for malleable castings were made.
36 patterns for malleable castings were repaired.
18 patterns for iron castings were altered.
5 patterns for steel castings were altered.
8 patterns for brass castings were altered.
8 patterns for malleable castings were altered.
6 miscellaneous patterns were made.
4 patterns were made for mould boards for drying cores.

Brass Foundry.

The following was the output for the year:
506,694 pounds brass bearings.
83,244 pounds brass castings.
22,810 pounds babbitt metal.
67,050 pounds antimonial lead.
4,800 pounds metallic packing.

The following was the output for the year:—

Machine Shop—(Brass Turning).

395 air gauges were repaired.
363 air hammers were repaired.
32 drills were repaired.
286 air pumps were repaired.
170 lubricaters were repaired.
40 beading tools were repaired.
498 beading tools were made.
74 brake cams were made.
165 brake cam nuts were made.
134 brake cam screws were made.
101 bell ringers were made.
52 bottle jacks were repaired.
128 blow-off cocks were made.
191 cylinder cocks were made.
20 dies were made.
250 engine brasses were made.
50 fire hose couplings were made.
160 flag staff casings were made.
80 gauge glass cocks were made.
297 hydraulic jacks were repaired.
257 heater regulators were repaired.
559 injectors were repaired.
14 injector check valves were repaired.
681 oil cups were made.
287 oil pumps governors were repaired.
129 reamers were made.
42 steam chest release valves were made.
56 steam chest release nipples were made.
118 small tender cocks were made.
375 steam gauges were repaired.
1,364 shop orders were completed.
28 tender cocks were made.
6 taps were made.
69 try cocks were made.
342 tube cutters were made.
132 wheel defect gauges were made.
25 car heater gauges were repaired.
5 gland bushes were made.
145 W. A. B. piston rings were made.
500 grease plugs were made.
2 starting valves were made.
69 McCluskey rings were made.
12 headlight armatures were repaired.

In addition to the above a large amount of work was done for outside shops on shop orders, and also for the car department, and the pump governors, heater regulators, air brake cylinders and boiler mountings of all engines and tenders passing through the shops were overhauled and repaired.

Machine Shop—(Motion).

1 new link was made.
269 links were repaired with blocks and pins.
144 old link hangers were repaired.
7 eccentric rods were made.
434 eccentric rods were repaired and pins fitted.
226 equalizing bars were repaired.
129 reversing shafts were turned up and fitted.
185 reversing shaft boxes were made.
171 reversing shaft boxes were repaired.
149 reversing levers were overhauled.
75 reversing lever pawls were repaired.
43 reversing lever pawls were made.
140 reversing reach rods were repaired and fitted.
16 new valves were made.
214 valves were faced and yokes fitted.
99 valve rod keys were fitted.
48 new valve stems were put on yokes.
56 valve heads were faced.
67 valve division rings were made.
525 valve packings were machined and fitted.
82 valve guide boxes were bushed.
143 throttle rods were repaired.
24 throttle rods were made and applied.

Machine Shop—(Motion)—Con.

112 throttle rod glands were bushed.
128 throttle levers were fitted.
387 new big end brasses were machined and fitted.
62 old big end brasses were machined and fitted.
265 new small end brasses were machined and fitted.
145 new main rod liners were made and fitted.
140 big end keys were made.
800 new rod bolts were made.
139 new side nuts were made.
994 side rod brasses were bushed.
248 knuckle joint pins were made.
321 new knuckle joint bushes were made.
244 crossheads were turned and fitted.
201 crosshead pins were made.
87 new piston rods were milled and fitted.
115 new rocker boxes were bushed and fitted.
7 rocker boxes were made.
3 rocker arms were made.
79 old rocker boxes were bushed and fitted.
100 rocker box bushes were relined.
406 hob plates were applied.
308 new driving box brasses were machined and fitted.
170 old driving box brasses were lined.
13 new driving boxes were made.
169 new automatic grease cellars were machined and applied.
752 driving wheel boxes were bored and fitted to axles.
35 new spring boards were machined.
88 eccentric straps were made.
22 eccentric keys were made.
176 old eccentric straps were rebored.
56 new eccentric pulleys were made.
113 old eccentric pulleys were bored and fitted.
268 side plates were applied.
4 eccentric rod brasses were made.
19 trunion bushes were made.
200 feather keys for eccentric were made.
21 cap plates were made.
6 throttle brackets were made.
10 main rods were made.

Machine Shop.

462 pairs driving tires were turned.
286 pairs engine truck tires were turned.
12 pairs trailer truck tires were turned.
1,118 car tires were turned.
378 driving tires were applied.
758 pairs car tires were applied.
331 pairs tender tires were applied.
146 pairs engine truck tires were applied.
208 driving hubs were turned.
631 journals were turned up.
20 cast iron smoke stack bases were machined.
281 crossheads were replaned.
147 cylinder heads were made.
138 piston rods were turned.
85 new piston rods were made.
169 piston heads were made.
34 cylinders and half saddles were made.
13 engine truck centre castings were made.
18 driving wheel centres were machined.
83 guide bars were made.
1,360 driving wedges were made.
188 guide blocks were made.
307 pop valves were repaired.
19 steam chests were made.
5 locomotive frames were made.
200 steam chest covers were made.
55 cylinders were bushed, bored and fitted.
10 foot plates were made.
17 centre pin guides were made.
76 engine truck boxes were made.
703 wedges were replaned.
319 steel wheels were rebored.
54 tender axles were fitted and applied.
14 driving axles were fitted and applied.
11 trailer axles were fitted and applied.
189 car axles were fitted and applied.
50 smoke box doors and rings were made.
27 crank pins were made.
65,705 stay bolts were threaded.
20,950 stay bolts were turned and threaded.
908,000 bolts were threaded.
22,639 engine studs were turned.
330,700 nuts were tapped.
847 car tires were bored and fitted.
27 tires were shimmed.
32 fire box doors were made.
394 tender tires were bored and fitted.
172 engine tires were bored and fitted.
20 retaining rings were made.
52 brackets were made.
63 grease boxes were made.
125 housings were made.
51 valve cages were made.
32 valves were made.
89 steel nuts for piston rods were made.
80 fulcrums were made.
4 rollers were made.
663 pairs tender tires were turned.
2 whistles were made.
144 whistles were repaired.
15 engine truck axles were fitted and applied.
2 snow plow axles were fitted and applied.
1 motion plate was made.
25 crossties were made.
1 centre bearing was made.
4 pony truck sleeves were made.
48 driving brake adjusting screws were made.
108 brake head pins were made.
16 exhaust nozzles were made.
18 tips were made.
1,200 driving boxes were replaned.
502 driving boxes were made.
588 driving boxes were recessed.
120 eccentric straps were repaired.
3 valves were faced.
74 cylinder casings were made.
2 tires and 4 wheels were fitted to crane.
34 diamond flange knives were made.
6 driving brake fulcrums were made.
1 pulverizer for Bettington boiler was made.
18 oil tank covers were made.
1 valve for oil tank was made.
1 shaft for fan in boiler room was made.
47 trolley wheels and axles were fitted.
11 swinging bolsters were made.
11 rotating tables were made.
2 pier members for Nashwaak bridge were made.
4 goose necks were made.
1 spectacle plate was made.
20 crosshead shoes were made.

Machine Shop—Con.

2 engine truck bolsters were made.
1 new truck frame was made.
32 bolster hangers were made.
26 bolster hanger pins were made.
1 spring pocket saddle was made.
8 wing castings were made.
12 big end straps were made.
9 friction blocks were made.
22 snow plough rocker shafts were made.
3 air cylinders for snow ploughs were made.
10 rockers for snow ploughs were made.
9 pistons and standards for snow ploughs were made.
36 cutters for snow ploughs were made.
47 draw bar knuckles were made.
10 false valve seats were made.
9 tie bars were made.
7 motion plate knees were made.
2 top castings were made.
6 boiler pads were made.
1 crown sheet was made.
20 car axles were machined.
9 valves were machined.
1 bull-ring was made.
4 oil cellars were made.
3 bevel gears were made.
4 chuck jaws were made.
18 mud port flanges were made.
7 expansion brackets were made.
2 centre pins were made.
4 throttle pipes were made.
2 gate valve covers were made.
6 dry pipes were machined.
1 link guide was made.
2 bracket arms were made.
12 dies were made.
13 safety valves were made.
16 truck bolster hangers were made.
8 truck bolster hanger pins were made.
8 truck bolster bushes were made.
4 ratchets were made.
6 adjusting rods were made.
19 shaper bars were made.
105 guide bars were made.
2 frame brackets were made.
69 pedestals were made.
351 switch plates were made.
84 check plates were made.
34 brake hanger pins were made.
2 end frame castings were made.
50 guard rails were machined.
12 foundation rings were machined.
14 main rods were made.
11 side rods were made.
109 trolly wheel centres were made.
32 bolster hangers were made.
48 cast iron wheels were fitted.
4 guide yokes were made.
9 side rods were planed.
1 chuck was made.
15 friction wedges were made.
6,803 chilled wheels were bored.
63 steel wheels were bored.
5,991 chilled wheels were pressed on axles.
11,864 chilled wheels were pressed off axles.
100 pairs steel wheels were pressed on axles.
120 driving boxes were planed.
10 sets split switches were machined.
6 grate bearers were made.
4 platform bases were made.
4 platform base covers were made.
9 stand pipes were made.
39 draw castings were machined.
1 dome cover was made.
12 air cylinder covers were made.
15 cutters were made.
1 apron was made.
8 seat props were made.
5 side rods were machined.
8 bolster hangers were made.
15 brass bushes were made.
8 dome cover pins were made.
4 riveting dollies were made.
68 equalizers were machined.
7 starting rods were made.
14 throttle valves were made.
4 pulleys were made.
13 column heads were made.
8 fulcrums were made.
1 beam for No. 3 wrecking crane was made.
1 electric light motor at Truro was repaired.
1 piston for hoist was made.
1 shaft for No. 3 steam shovel was made.
1 friction clutch was repaired.
4 new truck wheels for coaling crane were fitted.
1 new axle for coaling crane was fitted.
4 jack screws for ss. *Scotia* were repaired.
1 air compressor for Moncton roundhouse was repaired.
1 lift beam for crane was made.
4 pulleys for coaling crane No. 12 were fitted.
The air compressor at Campbellton was repaired.
The water service pump for Chatham was repaired.
1 main driving shaft and gear for crane No. 4 was repaired.
1 driving shaft and piston were made.

Track, or Frog Shop.

314 frogs were made.
180 frogs were repaired.
325 spring frogs were repaired.
314 split points were made.
246 split points were repaired.
4 rampo switch stands were made.
243 rampo switch stands were repaired.
23 three throw switch stands were made.
108 three throw switch stands were repaired.
201 switch rods were made.
416 switch rods were repaired.
6 guard stands were made.
3 guard stands were repaired.
22 hinge rods were made.
1 hoist rail was repaired.
946 track chisels were made.
991 track chisels were repaired.
373 drills were made.
345 drills were repaired.
221 claw bars were made.
217 claw bars were repaired.
190 lining bars were made.
60 lining bars were repaired.
72 picks were made.
97 picks were laid.
640 picks were repaired.
7 ratchets were made.
23 ratchets were repaired.
324 track wrenches were made.
95 track wrenches were repaired.
269 stripping hammers were made.
67 stripping hammers were repaired.

Track or Frog Shop—Con.

89 track jacks were repaired.
123 tamping bars were made.
60 rail tongs were made.
6 rail tongs were repaired.
16 axes were repaired.
4 steel bars were made.
68 tie rods were made.
20 tie rods were repaired.
33 connecting rods were made.
2 snow plows were ironed.
8 yokes were made.
8 rails were cut.
504 rail braces were made.
210 bar plates were made.
132 slide plates were made.
95 hoops were made.
4 sets concrete mould fasteners were made.
2 iron grates were made.
24 split switches were made.
5 ballast plows were repaired.
274 gate hinges were made.
12 steel punches were made.
6 diamond frogs were made.
1 rail saw was repaired.
6 plungers for rivetting hammers were made.
1 steam crane was repaired.
36 plow links were made.
36 link pins for plows were made.
1 derailer was made.
Roller frame for roundhouse at Moncton was made.
9 rail benders were repaired.
8 track gauges were made.
23 track gauges were repaired.
7 drilling knees were made.
2 drilling knees were repaired.
11 ratchet frames were made.
6 ratchet frames were repaired.
20 angle fish plates were made.
6 tank hoops were made.
1,254 jog plates were made.
3 jog plates were repaired.
16 rails were butted.
34 hand cars were repaired.
2 hand cars were built.
25 bar fish plates were made.
1,811 switch head castings were made.
13,003 pounds bolts were made and supplied.
46 car stops were made.
1 car stop was repaired.
620 guard rails were made.
47 clip bolts were made.
153 rail cutters were made.
293 rail cutters were repaired.
35 ground stands were made.
5 ground stands were repaired.
341 pounds eye bolts were repaired.
6 sets irons for hand cars were made.
21 pairs lorrie wheels and axles were fitted.
20 sledges were repaired.
45 sledges were made.
76 head rods were made.
16 head rods were repaired.
Ballast spreaders, centre ballast ploughs, ditchers, pile drivers, side ploughs and equipment were overhauled, and repairs made where necessary, and extensive repairs were made to machines in this shop.

Ballast spreaders, centre ballast ploughs, ditchers, pile drivers, side ploughs and equipment were overhauled, and repairs made where necessary, and extensive repairs were made to machines in this shop.

Tender Shop.

140 tender tanks were lifted from frames.
250 valves were repaired.
200 valves spindles were repaired.
117 running boards were made.
110 running boards were repaired.
74 front beams were made.
39 back beams were removed
127 side curtains were made.
27 cab doors were made.
224 sashes were made.
65 covering boards were made.
295 cab seats were made.
142 headlight bases were made.
103 cabs were repaired.
25 cabs were made.
510 cushions were made.
565 hammer handles were made.
2,874 sledge handles were made.
250 mallets were made.
16 semaphore bottoms were made.
34 switch lamps bottoms were made.
51 tool boxes were made.
48 tool boxes were repaired.
43 outfit boxes were made.
60 outfit boxes were repaired.
62 boilers were hooped.
41 flasks were made.
8 trucks were made.
262 trucks were repaired.
12 ladders were made.
22 ladders were repaired.
11 wheel barrows were made.
41 wheel barrows were repaired.
5 tender frames were made.
119 tender frames were repaired.
3 tender frames were lengthened.
11 tender tanks were lengthened.
12 quadrants were made.
56 valve spindles were made.
12 cab doors were made.
137 cab floors were made.
151 covering boards in cabs were made.
32 spring casings were made.
126 sets of seats were made.
46 spiral springs were made.
31 babbit boxes were made.
23 wrench handles were made.
47 headlight boards were made.
19 back casings were made.
19 buffer castings were made.
6 front castings were made.
2,050 pump laggings were made.
15 cupboards were made.
28 pick handles were made.
13 centre castings were made.
80 fuse racks were made.
150 journal box collars were made.
26 horses were made.
5 bulletin boards were made.
10 step ladders were made.
3 step ladders were repaired.
1 tender was built.
1 crane house was built.
4 benders were made.

Tender Shop—Con.

23 pilots were made.
10 hand trucks were repaired.
1 scrap box was repaired.
8 foot boards were made.
32 friction blocks were made.

Boiler Shop.

42,158 stay bolts were applied.
41,000 tubes were repaired and applied.
16,500 copper ferrules were made.
6,050 tubes were removed.
6,050 tubes were replaced.
5,056 tubes were pieced.
3,000 stay bolts were made.
1,064 wheels were rivetted.
260 plates were cut.
832 new tubes were applied.
350 scrappers were made.
300 patch bolts were put in.
33 new door sheets were made and applied.
38 new side sheets were made and applied.
33 new tube sheets were made and applied.
82 fire boxes were patched.
107 boilers were tested.
106 tender frames were repaired.
32 locomotive smoke stacks were made.
77 ash pans were repaired.
136 tender tanks were repaired.
35 new ash pans were made.
30 oil tanks were repaired.
95 bolsters were repaired.
34 trucks were repaired.
2 new trucks were made.
64 long stacks were made.
89 petticoats were made.
2 tender frames were built.
63 spring boards were made.
78 front ends were applied.
6 pedestals were made.
41 boilers were tubed.
14 furnace hoods were made.
10 forges were repaired.
20 oil pans were made.
20 pettitcoats were repaired.
75 coal buckets were made.
20 shop trucks were repaired.
75 ash pan slides were made.
10 drop stacks were made.
20 foot plates were made.
20 brake beams were made.
18 coal doors were made.
20 coal chutes were made.
4 mud rings were welded.
1 ash pit box was made.
35,000 tubes were rolled and beaded.

Tin and Copper Shop.

3,200 sets metallic packing were made.
8,377 air hose were fitted with couplings.
2,129 signal hose were fitted with couplings.
2,377 steam hose were fitted with couplings.
207 engine pipes were overhauled and repaired.
20 headlights for snow ploughs were made.
254 economy heaters were repaired.
56 drip pans were made.
8 galvanized pipes were made.
459 grease plates were made.
164 copper strainers were made.
174 pump laggings were made.
22 wax boxes were made.
26 tender strainers were made.
138 headlight casings were repaired.
15 funnels were made.
8 forges were repaired.
2 tallow pipes were made.
192 lagging bands were made.
5 copper rings were made.
2 dippers were made.
3 iron buckets were made.
4 lamps were made.
24 paint pots were made.
16 flanges were made.
2 gas heaters were made.
2,200 copper clips were made.
4 bearings were babbitted.
3 fire hose nozzles were repaired.
3 tank pipes were repaired.
800 copper washers were repaired.
20 card holders were repaired.
36 cab lamps were made.
91 headlight shields were made.
1 muffler was made.
1 fire pot was made.
1 iron tool was made.
10 tin covers were made.
20 W. A. B. tenders were made.
2 ice tanks were made.
1 sand blast was made.
3 tin scoops were made.
24 indicator balls were made.
72 gas valves were repaired.
15 pump strainers were repaired.
148 curtain tins were repaired.
22 guard elbows were made.
1,000 copper gaskets were made.
2 copper shades were made.
55 car blind tins were made.
300 oil cups were made.
4,500 sets of valve stem packing was made.
5 copper covers were made.
5 snow ploughs were ironed.
19 tender beams were repaired.
2 locomotive cabs were repaired.
3 water service boilers were repaired.
18 brake beams were repaired.
6 tender trucks were repaired.
11 foundation rings were renewed.
Gas holders were repaired and new covers put on.
Feed water heaters were repaired.
1 oil furnace was built.
3 new tenders were piped.
60 coal hopper doors were made.
100 water tank spouts were repaired.
Steam Shovel No. 4 was repaired.
Coaling Crane No. 11 was repaired.
100 centre plates were made.
1 tender for pile driver was repaired.
4 coal chutes were made.
12 scraper blades were made.
330 double thick copper ferrules were made.

Repairs and alterations and renewals were made to copper pipes on steam pumps and lubricators, copper joints on steam chests, domes and cylinder covers, driving and truck boxes, Westinghouse air brake pipes, and the laggins on 207 locomotives passing through the shops.

Tenders were equipped with train line pipes for signal and steam lines, aud all water pipes were overhauled and repaired where necessary on 140 tenders.

Repairs were made to the elevator in the general offices building at Moncton, and to the heating and plumbing at the following stations: Norton, Nauwigewauk, Apohaqui, passenger and freight stations, Moncton, Chatham Junction, Amherst, Sackville, Newcastle, Campbellton, Springhill Junction, Hampton, Sussex; also in the general offices building at Moncton; the official residences at Moncton, the government cottages at Moncton, offices at the new shops, Moncton, rest house, yard office, restaurant, freight car shop, cattle shed, erecting shop, and test room at Moncton.

Stoves, pipes, and furnaces were overhauled and repaired at all stations on the line where required.

Electrical Department.

2,100 extension cords and lamps were repaired.
420 extension cords were made.
1,200 incandescent lamps were renewed.
52 locomotive cabs were piped and wired.
164 headlight armatures were repaired.
75 headlight lamps were repaired.
61 armatures were rewound.
156 cab lamps were renewed and repaired.
64 field coils were repaired and tested.
34 desk lamps and fixtures were repaired.
The fixtures in 6 cranes were given a thorough overhauling.
233 starters were repaired.
83 new individual lamps for machines were installed.
22 electric drills were repaired.
3 electric drills were repaired.
8 new motors were installed.
10 clusters were made and installed.
75 motors received new bushings.
2 electric hoists were repaired.
80 circuit breakers were repaired.
100 switches fixtures were repaired.
161 electric fixtures on locomotives were tested.
12 starters and frames were removed and re-installed.
16 pipes and conduits to motors were renewed.
3 pipe lines and a new wire line run in the power-house.
10 switches in power-house were removed and repaired.
All the lighting circuits and 2 exciters in the power-house were repaired.
Ignition system was overhauled and repaired.
41 Cooper Hewitt lamps were repaired.
6 nitrogen lamps were installed in blacksmith shop, of 750 watts.
8 300-watt lamps were installed in the boiler shop, and a cluster.
18 four-light clusters were repaired and renewed.
16 benches were repiped.
9 armatures for D. C. motors were rewound.
7 armatures for A. C. motors were rewound.
14 batteries were newly insolated.
12 commutator mica rings were made.
4 magnet breakers were rewound.
1 generator was repaired for Campbellton.
1 starter for Vacuum cleaner for Halifax was repaired.
1 self regulating meter for Halifax was rewound.
New three power lines were run in the frog shop, and new lights and fixtures installed.
New lines were run in the boiler room, and new lamps and fixtures installed.
New lines were run in the old frog shop, and five clusters were repaired.
The foreman shunter's office was wired and fitted with new lights.
Official car No. 28 had batteries repaired and lights renewed; also electric bells installed; and generator and regulators all repaired.
Official car "Dufferin" was rewired complete, and small repairs were also made, and batteries cleaned.
Car "Hochelaga" had all wires removed and renewed, and fixtures were overhauled and painted.
Repairs to wiring were made in cars "Niagara," "Connaught," "Acadia," "Bras d'Or," "Shelburne," No. 139, "Nipissing," and "Boularderie."
The following electrical work was done in the shops at Moncton:—
In the car shop, 13 new Benjaman clusters were installed, 18 new extension cords were installed, 12 arc lamps with pulleys and cables were installed, 48 drop lamps were installed, new switch box transformers were installed for arc lamps, pipes for extension lamps on centre columns were installed.
The tin shop was piped and wired, and 8 drop lights installed; pipe cutting machine was repaired, armature set on, new starter was piped and wired.
New power line put up to the planing mill, with pipe for same.
New office in the freight car shop was repaired, piped and wired.
Filling room was piped and wired for motor and lights; 18 Cooper Hewitt lights were repaired, and new tubes and shifters painted.
Six new portable lamps installed for machines in planing mill, 22 motors and starters and circuit breakers were repaired, lamps were renewed and cleaned once a month.
Old office in the freight car shop was piped and wired for drop lights.

Electrical Department—Con.

Cabinet shop lights were renewed, and circuits repaired and lamps cleaned monthly, motors and starters and circuit breakers were repaired.

The new office in the first-class repair shop was piped and wired for drop lights, buffer motor was removed and new pipe line for motor and starter installed.

In the upholstering shop, the motor and switch were repaired, and lights renewed and cleaned.

In the paint shop the lights and circuit were repaired; lamp, sockets, and guards renewed, and lamps cleaned monthly.

New lighting lines were run in basement of the stores building, and new lamps installed.

New bell wires and bells were installed in the stores' offices.

The following special work was done:—

Furnace pipe was repaired in blacksmith shop.

Water line was installed in the new car shop extension.

Hydraulic valves in the gas house were repaired.

Oil tanks were installed in the brass foundry.

Oil tanks were installed in the blacksmith shop.

Air line was installed in the frog shop.

A new tube welding machine was installed in the boiler shop.

A new tube sawing machine was installed in the boiler shop.

Old machines were removed from the old frog shop and installed in the new shop.

The gas engines were changed to use natural instead of artificial gas, necessitating the changing of all the valves, etc.

Three radiators were installed in the offices, with all piping and valves complete.

A gasolene tank was made for Stellarton.

In addition to the above, running repairs were made to all machines in the shops, to the gas engines, air compressor, water pumps, boilers, cranes, and to water, air, and steam lines in all the shops.

A roof was built for the Bettington boiler, and the stokers repaired.

A new steam line was installed in the frog shop, and an air hoist in the machine shop.

A locomotive cleaner was manufactured.

Running boards were put on crane in the boiler shop.

Three gasolene tanks were made.

Machines were repaired in the blacksmith shop, and a small steam hammer installed.

Steam pipes were overhauled in all the shops.

Air lines were overhauled and repaired in all the shops.

Three boilers were repaired for heating purposes at pier No. 2, Halifax.

The following machines were purchased for the locomotive shop at Moncton, and installed:—

1 Hart superheater flue welding machine, capacity 2" to 6½" tubes completed with welding mandrels for 2" and 2¾" tubes for locomotives, and 4½" and 4¾" superheater tubes: arranged for motor drive, but exclusive of motor.

1 combination hot saw and tube expander for 1¾" to 3" tubes, arranged with magazine for holding safe ends, and with expanding feature.

1 single cylinder pneumatic superheater flue swedging machine for 1¾" to 6¾" tubes, and with dies for 2" and 2¼" locomotive tubes, and 5" and 5⅜" superheater tubes.

Two-5-horsepower alternating current 220 volts, 3 phase, 60 cycle induction motors, 1,200 r. p. m. These motors are for driving a Hartz superheater flue welding machine and Ryerson riveting hammer.

The following machinery was purchased for power plants at the following places, and installed:—

Moncton—

1 No. 3 Morse-Dester valve reseating machine outfit for ¼-inch to 3-inch valves.

1 13 inches and 20 inches, 19 inches and 12 inches by 14 inches air compressor.

1 6 inches by 10 inches by 12 inches vacuum pump.

Campbellton—

1 400-horsepower open-type feed water heater.

1 No. 3 Morse-Dester valve reseating machine outfit for ¼-inch to 3-inch valves.

1 6 inches by 10 inches by 12 inches vacuum pump.

Stellarton—

1 400-horsepower open-type feed water heater.

1 No. 3 Morse-Dester valve reseating machine outfit for ¼-inch to 3 inches valves.

1 6 inches by 10 inches by 12 inches vacuum pump.

Truro—

1 400-horsepower open-type feed water heater.

1 7½ inches by 5 inches by 10 inches duplex boiler feed pump.

1 6 inches by 4 inches by 6 inches duplex boiler feed pump.

Mont Joli—

1 200-horsepower open-type feed water heater.

1 72 inches by 16 feet return tubular boiler and stack.

St. John—

1 6 inches by 4 inches by 6 inches duplex boiler feed pump.
1 200-horsepower open-type feed water heater.

Point Tupper—

1 6 inches by 4 inches by 6 inches duplex boiler feed pump.
1 5½ inches by 8 inches by 7 inches vacuum pump.
1 200-horsepower open-type feed water heater.

Mulgrave—

1 6 inches by 4 inches by 6 inches duplex boiler feed pump.
1 200-horsepower open-type feed water heater.

Chaudière Junction—

1 7½ inches by 5 inches by 10 inches duplex boiler feed pump.
1 200-horsepower open-type feed water heater.

Sydney—

1 7½ inches by 5 inches by 10 inches duplex boiler feed pump.
1 11 inches and 18 inches, 15 inches and 10 inches by 12 inches air compressor.
1 200-horsepower open-type feed water heater.

Rivière-du-Loup—

1 10 inches by 6 inches by 12 inches duplex boiler feed pump.
1 No. 3 Morse-Dester valve reseating machine outfit for ½-inch to 3-inch valves.
1 6 inches by 10 inches by 1 inch vacuum pump.

Halifax Elevator—

1 locomotive-type stationary boiler with 1,250 square feet heating surface, 16 feet long, width across fire box, 6 feet.

The following work was done in the car shops at Moncton during the year:—

19 express refrigerator cars were built.
2 box cars were converted into flangers.
9 box cars were converted into stock cars.
1 box car was converted into survey and inspection car.
1 flat car was converted into a ballast trimmer.
9,646 freight and 264 passenger cars were turned out of the shops at Moncton repaired during the year.

The following special work was done:—

1,118 freight, 48 passenger cars and 1 flanger were equipped with United States safety appliances during the year, in compliance with requirements of the Interstate Commerce Commission.
269 F-36 triple valves were removed from freight cars and K-1 applied.
347 freight cars were equipped with acme levers.
The Bohn syphon system was installed in 5 dining cars, "Oromocto," "Arthabasca," "Madawaska," and "Tobique."
Sofas were remodelled in the smoking room of 8 sleeping cars, "Nashwaak," "Chedabucto," "Tantramar," "Shepody," "Cascapedia," "Painsec," "Quebec," and "Petitcodiac."
Bracket lamps in dining cars were changed from upright to turn down lamps in 8 cars, "Frontenac," "Madawaska," "Malagash," "Oromocto," "Tobique," "Arthabasca," "Shogomoc," and "Whycocomagh."
Folding wash basins were changed to one continuous nickeline end wash basin in sleeping car "Antigonish."
Marble wash basins and dry hoppers were changed to nickeline wash basins and flush closets in five parlor cars, "Lorne," "Stanley," "Acadia," "Lansdowne," and "Evangeline."
61 passenger cars were equipped with fire extinguishers.
26 passenger cars had the flat flame gas lamps changed to mantle lamps.
1 postal and express, No. 627, was changed to full postal.
Part of the work of converting four old sleeping cars, "Amherst," "Dalhousie," "Kennebecasis," and "Montmorenci" into colonist cars was done.
The smoking rooms in 3 first-class cars were removed, Nos. 93, 94, and 95.
3 postal and smoking cars were changed to postal and express, Nos. 622, 623, and 624.
Drop points were applied to 14 snow ploughs.
4 combined colonist and baggage cars were changed to commissary cars.

The following rolling stock received general repairs:—

2,675 freight.
59 ploughs and flangers.
15 first-class.
5 colonist.
5 mail.
6 sleeping.
1 store supply car.
3 vans.
3 auxiliary.
5 second-class.
11 baggage.
2 official.
11 combination.

The following cars received ordinary repairs:—

101 vans.
21 second-class.
52 baggage.
2 official.
21 sleeping.
22 combination.
1 auxiliary.
75 first-class.
13 colonist.
12 mail.
6 parlour.
6 dining.
3 commissary.
4,317 freight.

The following rolling stock received minor repairs:—

76,871 freight.
88 first-class.
46 colonist.
19 mail.
4 parlour.
35 sleeping.
2 auxiliary.
5 pile drivers.
37 second-class.
33 baggage.
30 official.
4 dining.
16 combination.

Paint shop.—The following cars were burnt off, primed, filled, rubbed, coated, lettered and varnished:—

7 sleeping.
9 first-class.
4 baggage.
1 mail.
1 official.
5 second-class.
4 colonist.

The following cars were cleaned, cut in, and varnished:—

67 first-class.
20 second-class.
12 colonist.
5 dining.
6 parlour.
20 baggage.
15 mail.
4 official.
14 sleeping.
1 auxiliary.

The following rolling stock was painted, lettered and varnished:—

18 first-class.
15 baggage.
6 colonist.
3 auxiliary.
6 sleeping.
42 ploughs.
5 chanty cars.
1,119 freight.
263 engines, tenders were painted, lettered and varnished.
25 second-class.
52 vans.
5 mail.
1 dining.
15 flats.
13 steam shovels, cranes and derricks.
7,023 freight cars were re-lettered and touched up.

The following was also done:—

54 tool boxes were painted.
62 switch signal and tail lamps were painted.
9 desks were painted.
1,350 steam, air, and signal hose couplings were painted.
5 large cases were painted.
19 outfit boxes were painted.
22 ladders were painted.
15 chairs were painted.
4 large cabinets were painted.
51 notice boards were painted.
29 trucks were painted.
19 window screens were painted.
13 tables were painted.
60 car ladders were painted.
Parlour, dining, and sleeping cars were cleaned 11,934 times.
First, second, and colonist cars were cleaned 55,177 times.
Baggage, mail, meat, and milk cars were cleaned 23,636 times.
Passenger, parlour, dining, and sleeping cars were disinfected 929 times.
A number of articles were painted and lettered, such as smoke stacks, stepping boxes, ladders, baggage trucks, freight trucks, sashes, gangways, coal boxes, settees, head lights, ashpans, frames, stools, and various other smaller articles.

Cabinet shop.—The following articles were manufactured:—

12 first-class car seats.
17 brush handles.
1 battery truck.
7 large boxes.
107 storm sashes.
17 pigeon holes.
7 water tank fronts.
8 pulleys.
26 desks.
8 desk racks.
6 large drawing tables.
2 large cupboards.
13 large cupboard doors.
3 blackboards.
2 travelling ladders.
15 paper boxes.
8 screen doors.
6 lounges.
2 chairs.
19 nest drawers.
10 card cases.
6 ring boards
26 engineers' tool boxes.
10 tool chests.
11 large partitions.
33 hopper top and brackets.
73 stools.
12 desk lights.
16 stepping boxes.
87 vestibule doors and panels.
74 car sashes.
22 cab sashes.
321 bulletin boards.
21 table tops.
4 trap doors.
13 step ladders.
22 inlaid pockets.
3 blue print frames.
24 window screens.
14 head boards.
2 gothic windows.
2 telephone poles.
6 large counters and fittings.
9 candle holders.
9 large cabinets.
10 small cabinets.
740 feet moulding.
97 large inlaid pockets.
41 small inlaid pockets.
38 window caps.
78 window stops.
36 car doors.
25 kitchen closets.
3 large wardrobes.
31 tables.
3 large assorting tables.
285 picture and mirror frames.
1 large battery cupboard.
58 seat bottoms.
27 seat ends.
143 seat backs.
3 refrigerators for dining cars.
14 shelves.
2 sinks.
1 large filing cabinet.
1 loose leaf filing cabinet.
61 reversible tables.
16 tank covers.
32 car steps.
450 shop orders were filled.

In addition to the above a large number of articles were manufactured, such as towel rollers, train bulletin boards, knife boxes and holders, watchmen's clock keys, and many other smaller articles.

The following articles were repaired:—

13 desks.
1 cabinet.
59 chairs.
3 sleds.
45 office doors.
7 tables.
4 paper racks.
6 sleeping berths.
19 seat backs.
40 sets hopper tops.
2 gates.
18 drawing tables.
12 card racks.
20 ladders.
40 colonist car tables.
40 art glasses.
20 window stop frames.
9 sets hand boards.
6 sets screens.
12 stepping boxes.
7 drawers .
107 car sashes.
4 sofas.
2 card cases.
37 seat bottoms.
4 paper boxes.
8 pigeon holes.
30 panels large.
8 tee squares.
15 car vestibules were rebuilt.
9 paper cases.
5 cabinet doors.
107 car doors.
12 first-class car seats.

Freight car repair shop.—(In addition to the ordinary repairs):—

316 new roofs were applied to freight cars.
347 cars were equipped with acme levers.
6 new freight trucks were built.
357 freight cars were painted.
74 snow ploughs were fitted with automatic couplers.

Upholstering shop.—Heavy repairs which consisted of renewing upholstering, carpets, mattresses, blinds and general cleaning, were made to the following cars:—

5 dining.
4 official.
7 second-class.
2 mail and smoking.
13 sleeping.
12 first-class.
10 colonist.

Medium repairs which consisted of washing seats and backs, floors and interior, and cleaning the mattresses, seats and backs and carpets and the renewing of blinds in the following cars:—

2 dining.	5 sleeping.
2 official.	17 first-class.
3 colonist.	3 mail and smoking.

Light repairs which consisted of repairing and patching the seats and backs, mattresses, carpets and wicker chairs in the following cars:—

9 sleeping.	6 dining.
60 first-class.	8 colonist.
3 mail and smoking.	

The following material was manufactured on shop orders:—

10 mattresses and pillows.	847 cab seats and backs.
60 vestibule curtains.	84 water hose.
20 vestibule dust curtains.	1,692 engine curtains.
4 sets of crane curtains.	13 stretchers.

A number of smaller articles were also manufactured consisting of tool bags, window blinds, flags, blacksmith's aprons, mail bags, and repairs were made to a number of articles consisting of chairs, lounges, stools, car seats, tool bags, stretchers, vestibule curtains, window lifts, step ladders, portiers, mattresses, and various smaller articles.

The following material was manufactured in the wood-working mill:—

77 truck bolsters.	39 hand cars.
2,109 buffers.	31 end doors.
3,025 draft timbers.	32 tool boxes.
50 truck sides.	1 extension ladder.
586 box car doors.	12 push car frames.
273 foot boards.	69 push cars complete.
5,063 car ladders.	51 spring boards.
45 long ladders.	22 brake beams.
412 end beams.	4 ballast templates.
96 head stocks.	44 sleds.
24 cattle pens.	14 hand car wheels.
2,411 rough boxes.	21 refrigerator car doors.
1,350 saddles.	464 stacks.
667 shop orders were completed and delivered to the Stores Department.	3,192,294 feet of lumber.

The following articles were repaired in the planing mill:—

165 baggage trucks.	64 hand cars.
21 sleds.	21 wheelbarrows.

The following were purchased for the car department, and installed:—

Pintsch gas equipment for charging passenger cars—

4 265 cubic feet gas tanks for Lévis.

300 FS 1½-inch extra heavy pipe, 15 extra heavy tees 1½ inches by 1½ inches by ¾ inch, and 15 filling valves for Moncton yard.

For Car Shops, Moncton—

1 No. 60 Boyer long stroke riveting hammer, weight 23 pounds, for steel car repair work.

3 lengths of 50 feet each of ½-inch pneumatic tool hose, with couplings, for steel car repair work.

1 portable forge No. 625-B, figure 2028, for steel car repair work.

2 D. A. 00 code 3200 Van Dorn electric drills for 200 volts, 1 phase, 60 cycle alternating current, to run 1,650 r. p. m., weight 9 pounds, with combination spade and breast plate handle and 00 chuck and 10 feet of electric conductor with fused Edison socket, for steel car repair work.

Rivière-du-Loup shops.—The following work was done during the year:—

39 locomotives received general repairs.
1 locomotive received heavy repairs.
22 locomotives received specific repairs.
4 fire boxes were made.
4 tube sheets were made.
4 side sheets were made.
24 fire boxes were patched.
83 boilers were tested.
31 engine truck wheels were retired.
40 tender truck wheels were retired.
161 driving tires were turned off.
72 pairs engine truck tires were turned off.
227 pairs tender truck tires were turned off.
15 pairs car tires were turned off.
3 new cylinders were applied.
28 pilots were made.
34,491 bolts were forged.
87,005 bolts were screwed.
10,033 studs were screwed.
800 pounds nuts were tapped.
55 engines and tenders were painted.
65,499 pounds brass castings were made.
1,800 sets metallic piston rod packing were made.
1,950 sets metallic valve stem packing were made.
34,121 pounds forgings were made.
503 driving springs were repaired.
79 engine truck springs were repaired.
208 tender truck springs were repaired.
A large number of freight cars received light repairs during the year, and a lot of work was done for other departments of the railway.

Halifax shops.—The following work was done during the year:—

6 locomotives received medium repairs.
37 locomotives received specific repairs.
626 new tubes were applied.
10 fire boxes were patched.
19 boilers were tested.
12 engine truck wheels were retired.
31 driving tires were turned off.
27 engine truck tires were turned off.
60 tender truck tires were turned off.
4 pilots were made.
900 bolts were forged.
3,450 bolts were screwed.
13,500 studs were screwed.
13 engines and tenders were painted.
122 sets metallic piston rod packing were made.
49 sets metallic valve stem packing were made.
A large number of freight cars received light repairs during the year, and a lot of work was done for connecting railways and for other department of this railway.

PRINCE EDWARD ISLAND RAILWAY.

The following is a summary of the principal work performed at the shops of the Prince Edward Island Railway at Charlottetown:—

Locomotive shop.—Fourteen locomotives received general repairs; fifty-five locomotives received specific repairs; six locomotives received light repairs; eleven locomotives received side and main rod brasses; all the motion and running gear was thoroughly examined; boilers were examined internally, externally and were painted; staybolts in boilers were thoroughly examined, and five hundred and sixteen new staybolts put in; eight locomotives received new pistons and twelve piston rods; six tender tanks and six tender frames were largely rebuilt; five fireboxes were patched; six crossheads were made and fourteen were tinned and planed; three engine frames were rewelled.

The following new parts were supplied: Sixteen driving boxes, twenty truck boxes, six whistles, thirteen pops, twenty pop valves, twenty slide valves, twenty-four valve stems, three hundred and twenty-five sets metallic packing, twenty cylinder cocks, four blow-off cocks, forty punches, six smoke stacks, one hundred and fifty-five truck straps, six truck bolsters, forty brass valve spindles, twenty check valves, twenty-four taps, ten valve yokes, eight crank pins, four bell ringers, twenty injector spindles, six throttle glands and valves, six steam pipes, twenty engine springs, and one driving axle.

Thirty injectors were repaired, seventy-two oil cups, twenty piston rod oil cups, twenty-six air pump cylinders, twelve slush boxes, twenty-four slide blocks, sixty brake levers, twenty-five brake jaws, four hundred and fifty brake pins, and two hundred and fifty brake bolts were bored and fitted out. Twenty-four sets driving wheels, thirty sets truck wheels, one hundred and twenty sets steel wheels, and ninety new axles were turned off.

One hundred and ten sets wheels were pressed on axles, five hundred and twenty-six new tubes were welded and put in boiler, seventy thousand pounds of iron and four thousand one hundred and fifty pounds of steel were forged, five thousand pounds of nuts were tapped, and a lot of running repairs made.

One hoisting engine was fitted out and repaired, one steam shovel was repaired.

The following repairs were made to a locomotive boiler: New firebox, tubes, front plate outside shell, door ring and casing.

Brass foundry.—Output, 13,975 pounds of brass casting.

Copper shop.—Repaired the lagging on twenty-nine locomotive boilers.

Repaired fifty-nine headlights, forty copper pipes, twelve tank spouts, twenty-four train spouts, sixty engine lamps, eighteen station lamps, thirty-three car lamps, fourteen iron pipes, two hundred and eighty-five oil cans, oil tanks for the stores department, blast pipe in the blacksmith shop and eight excluders for reversing lever, sixty neck rings, forty truck boxes, thirty-two brasses and twenty-four driving boxes were babbitted.

Twenty-eight crossheads and forty rod brasses were tin lined.

Forty-eight copper wire joints, seven tank spouts, ten copper pipes, twenty-five iron pipes, forty-four truck funnels, sixteen smoke stacks, four oil pumps, three

aluminum card cases for stationary boiler, one tin pan for Summerside freight office, four tin pans for power-house, sixty pounds solder, twenty water glass shields, twenty-four tin signs for freight department, pipe and elbow for Alberton station, and fourteen nozzles were made.

Nine ice chests were zinc lined, forty copper pipes were annealed and examined, six engine pilots were legged, sixty water cans for cars were repaired, overflow pipes on all engines were changed twice.

Car shop.—The following received repairs: Sixty-eight first class cars, forty-eight second class cars, twenty-six express and baggage cars, ten postal and smoking cars, two hundred and sixty-eight box cars, one hundred and fourteen platform cars, three vans, eight snow ploughs, five flangers, three refrigerators and seventeen freight trucks.

Three pairs of passenger car trucks, ten push cars, three new freight trucks, four new baggage trucks, four cattle loaders, four new office sitting desks, nine pairs sashes and frames, forty-one loading platforms, thirteen doors and frames, one sheep loader, six cash drawers, six Nunn signal ladders, five ice boxes and six coal boxes for coal shed were built. Seventy-five freight car truck bolsters, fifty-three brake beams, thirty-seven end sills, thirty-two spring boards, eighteen body bolsters, eighty-seven pairs of freight car trucks, one hundred and five freight car oil boxes, eighty oil boxes for passenger cars, six coal boxes and eleven hand cars were rebuilt, ten box cars received new sheathing, new roofs were put on thirty-five box cars, and new boxes on five coal cars.

Paint shop.—Twelve locomotives were painted and varnished, eleven first class cars were varnished, eight second class, four postal and smoking and three express and baggage were cleaned and varnished, three postal and baggage were cleaned, and forty-four box and stock cars, twenty platform and twenty coal cars, three flangers and five snow ploughs were painted.

Fourteen hand cars, fifty-one switch targets, three cattle loaders, three loading platforms, six track levels, twenty-four farmers' gates, twenty-eight doors, twenty-eight windows and frames, three hand lorries, six baggage and freight trucks, two steam shovel tanks and smoke stacks, three switch frames and legs of water tank, twelve tank arms and twenty-three sign boards were painted.

Four cash drawers, one press stand, four setting desks, two shelves, eighteen pieces office furniture, ten card cases and one hand rail were stained and varnished, twenty-three new sashes were glazed and painted, and about one hundred and twenty-five panes of glass put in buildings, and two office windows and twenty-two freight signs were lettered. The flag stations at St. Andrews, five houses, and Duvar were painted inside and out; the flag station at New Zealand was primed, and the track scale house was painted outside.

SAFETY FIRST.

The following special work was done in the shops at Moncton in connection with the Safety First movement to ensure greater protection to the men and also to safeguard the property: Thirty-five machines and gears were inclosed with rails and netting; five circular saws were encased; five emery wheels were equipped with shields; nine new horses were made; six band saws were encased; four fly wheels were made safe; guards were placed under wires on cranes; the floors in the shops were repaired; the crane tracks in all shops were repaired; a new ash-run was built; set screws on all

machines were inclosed; a new movable platform was made; a new chain for hoisting was made; staging was built for oiling the shafting; smoke stacks in the blacksmith shop were renewed; all pipe lagging was repaired; all circuit breakers were renewed; running boards were put on cranes; a gate was made for the loft in the cabinet shop; all shop doors were repaired and made safe; a guard was applied to the tube cutter in the boiler shop; a shield was put around the toolmakers' anvil; the traveller in the boiler shop was repaired; the face plate was repaired; repairs were made to the cranes in the erecting shop; all steam pipes were repaired; pulleys in the store elevator were repaired and a shield applied; sidewalks were repaired; windows which were unsafe were removed; repairs were made to acetylene gas pipes.

REPORT OF THE GENERAL SOLICITOR.

CONTRACTS and Agreements entered into by Canadian Government Railways, Fiscal Year ending March 31, 1915.

No.	Date of Contract.	Entered into with.	Description.
	1914.		
7252	May 1	Canadian Car & Foundry Co., Ltd.	Delivery of 180 steel frame box cars.
7248	May 1	Canadian Locomotive Co., Ltd.	5 simple switching engines.
7249	" 1	Canadian Locomotive Co., Ltd.	6 consolidated-type freight locomotives.
7258	" 20	Nova Scotia Car Works, Ltd.	Delivery of 180 steel frame box cars.
7272	" 22	International Correspondence Schools.	For the handling of the International Correspondence Schools' instruction car over the railway for the purpose of instructing enginemen, etc., of the railway at different points.
7276	" 29	Dominion Iron and Steel Co., Ltd	Delivery of 5,000 tons of steel rails.
7298	June 10	Dominion Bridge Company, Ltd.	Manufacture, erection, and completion of the following steel railway bridges: Nepisiguit, Tete a Gouche, Moffat's, Metis, Rimouski, one-half mile west of Trois Pistoles, Trois Pistoles.
7299	" 10	Canadian Allis-Chalmers, Ltd.	Manufacture, erection, and completion of bridge three-quarters mile west of St. Anaclet, etc.
7300	" 10	Hamilton Bridge Works Co., Ltd	Manufacture, erection, and completion of Barney's River West bridge.
7301	" 10	Dominion Bridge Company, Ltd.	Manufacture, erection, and completion of 12 steel railway bridges.
7304	" 17	Canadian Allis-Chalmers, Ltd.	Manufacture, erection, and completion of Bras St. Nicholas bridge.
7305	" 17	Rhodes-Curry Co., Ltd.	Manufacture, erection and completion of steel railway bridge at 4 miles west of Riviere-du-Loup.
7346	July 22	John Moffatt & Shives Lumber Co., Ltd.	For certain works of improvement in connection with I.C.R. bridge spanning Christopher's brook and Moffatt's flat, N.B.
7357	Aug. 4	The Northern Electric & Manufacturing Co., Ltd.	Installation of a telephone train despatching circuit between Truro and Halifax, N.S.
7362	" 13	Montreal Locomotive Works, Ltd.	5 Pacific-type locomotives (73-inch drivers)
7363	" 13	Montreal Locomotive Works, Ltd.	5 Pacific-type locomotives (69-inch drivers)
7369	" 21	Corporation of the City of Fraserville, P.Q.	Supply of water.
7377	" 29	Union Switch & Signal Company	Installation of automatic signals from St. John to Hampton—Moncton to Painsec Junction, N.B., and Windsor Junction to Halifax, N.S.
7400	Sept. 5	W. M. Leacy	Construction of the substructures of Kamouraska, St. Jean Port Joli, crossing over N.T.R. and Black River bridges.
7391	" 5	John McQuarrie	Delivery of 3 standard shelters and 24 standard tool houses.
7394	" 5	Eastern Car Co., Ltd	Delivery of 180 steel frame box cars.
7410	" 12	Angus McGillivray	Construction of a telegraph line of one wire from a point at or near Dartmouth, N.S., to a point at or near Upper Musquodoboit, N.S.
7409	" 19	McDonald & McIntosh	Construction of the substructures of Barney's River east and west crossing bridges.
7434	" 24	R. B. Stewart	Construction of the substructure of Barnaby River third crossing bridge.
7433	" 24	Eastern Car Company, Ltd	Supply and delivery of four 75-ton capacity pit cars.
7436	Oct. 2	J. W. Begin & J. A. Boulay	Erection of combined station, freight shed and dwelling at Ste. Perpetue, Que., and erection and completion of extensions to freight sheds at Matapedia, Que., Bathurst and Millerton, N.B.
7516	" 30	R. S. & J. H. Henderson	Construction of the substructures of Riviere Bras St. Nicholas, and Riviere du Sud bridges.

SESSIONAL PAPER No. 20

CONTRACTS and Agreements entered into by Canadian Government Railways, Fiscal Year ending March 31, 1915.—*Concluded.*

No.	Date of Contract.	Entered into with.	Description.
7542	Nov. 17..	Commissioners of the N. T. R....	Erection for the Government Railways at the commissioners' expense of a double track bridge over undercrossing of N. T. R., three-quarters mile west of Chaudiere curve, Quebec.
7537	" 20..	Dominion Bridge Co., Ltd.....	Manufacture, erection and completion of 14 steel railway bridges.
7536	" 20 .	Maritime Bridge Company, Ltd...	Manufacture, erection and completion of 12 steel railway bridges on the I.C.R., including the removal of the present superstructures.
7538	" 20 .	Hamilton Bridge Works Company, Ltd.	Manufacture, erection, and completion of 4 steel railway bridges.
7550	" 20 .	Dominion Bridge Company, Ltd..	Manufacture, erection, and completion of Little Forks bridges.
7539	" 20 .	Dominion Iron & Steel Co., Ltd...	Delivery of 10,000 tons of steel rails.
7573	Dec. 15..	Hagen & Co., Ltd.....	Heating and plumbing, pier No. 2, Halifax, N.S.
7572	" 18..	R. B. Stewart	Construction of the substructures of Kouchibouguasis, Barnaby River second crossing, one-half mile west of Sayabec and Black River bridges.
7579	" 21 .	Aqueducts, Limited.....	Water Supply at Chaudière Junction, Que.
7577	" 22..	Nova Scotia Construction Co., Ltd.	Construction and completion of bulkhead north of pier No. 2, Halifax, N.S.
7580	" 29..	Nova Scotia Construction Co., Ltd.	Interior fittings, pier No. 2, Halifax, N.S.
	1915		
7593	Jan. 15 .	Canadian Car & Foundry Co., Ltd.	Delivery of 6 steel frame first-class day coaches.
7595	" 18..	The Shedden Forwarding Co., Ltd.	Cartage of freight in the city of Montreal and St. Hyacinthe, Que.
7606	Feb. 9..	Soper & McDougall.....	Main Street subway, Moncton, N.B.
7617	" 18..	Dominion Bridge Co., Ltd.....	Manufacture and erection of seven steel railway bridges.
7628	" 23 .	Town of Drummondville, P.Q.....	Supply of water.
7619	" 23 .	John Starr Son & Co., Ltd.....	Supply and installation of electrical equipment for new pier No. 2, Halifax, N.S.
7624	Mar. 1..	Canadian Car & Foundry Co., Ltd.	Supply and delivery of five steel snow ploughs.
7633	" 11 .	Preston Car & Coach Co., Ltd....	Supply and delivery of four steel sleeping cars.
7632	" 11..	National Steel Car Company.....	Supply and delivery of eight steel sleeping cars.
7634	" 11..	Eastern Car Company, Ltd.....	250 all-steel dump cars of 50-ton capacity.

H. F. ALWARD,

General Solicitor, Canadian Government Railways.

PROPERTY conveyed to Canadian Government Railways, Fiscal Year ending March 31, 1915.

No. of Deed.	Date of Deed.	Grantor.	Description.	County and Province.	Area.	Amount.
	1911					$ cts.
*7660	Feb. 14	George J. England, *et ux*	Land at George's River	Cape Breton, N.S.	1·64 acres	200 00
*7665	Feb. 14	John Almond, *et ux*	" "	"	1·58 "	200 00
*7667	Feb. 14	John G. Musgrave, *et ux*	" Little Bras D'Or	"	0·43 "	55 00
*7668	Feb. 14	Angus Watson, *et al*	" " "	"	1·78 "	250 00
*7686	Feb. 14	George Hull, *et ux*	" " "	"	1·71 "	750 00
*7687	Feb. 14	James Levi Hull, *et ux*	" " "	"	0·77 "	600 00
*7696	Feb. 14	Eliza A. Christie, *et al*	" " "	"	3·03 "	380 00
*7674	Mar. 21	Harriet Agnes Moffat, *et al*	" " "	"	2·28 "	325 00
*7688	Mar. 21	William Hull, *et ux*	" " "	"	0·65 "	600 00
*7690	Mar. 21	William H. Johnston, *et al*	" " "	"	1·75 "	585 00
*7670	Mar. 21	Peter D. Almond, *et al*	" George's River	"	1·12 "	150 00
*7661	Mar. 28	Lamie Jessome, *et ux*	" "	"	1·61 "	223 00
*7663	Mar. 29	Susan Jessome	" "	"	2·62 "	335 00
*7669	Mar. 2	Peter B. Moffatt, *et ux*	" Little Bras D'Or	"	3·38 "	450 00
*7676	Mar. 29	Neil McKinnon, *et al*	" George's River	"	0·51 "	80 00
*7659	Mar. 30	Matilda J. Ingraham, *et al*	" "	"	1·45 "	200 00
*7666	Mar. 30	Peter Almond, *et ux*	" "	"	2·30 "	300 00
*7685	Mar. 30	Mary Ann Ross, *et al*	" Little Bras D'Or	"	1·49 "	700 00
*7678	April 1	Sarah Cashin	" " "	"	0·35 "	40 00
*7679	April 1	Edward Moore, *et al*	" " "	"	0·54 "	120 00
*7664	April 3	James Almond, *et ux*	" George's River	"	0·04 "	100 00
*7689	April 3	Edwin W. Johnston, *et al*	" Little Bras D'Or	"	1·36 "	580 00
*7692	April 8	George Howatson, *et ux*	" " "	"	2·40 "	500 00
*7662	April 12	Jennie S. Piplar, *et al*	" George's River	"	0·73 "	150 00
*7680	April 15	Mary A. Debison, *et al*	" Little Bras D'Or	"	0·36 "	110 00
*7697	April 20	Joseph McPherson	" " "	"	0·46 "	100 00
*7675	April 29	School Trustees of Little Bras D'Or	" " "	"	0·12 "	900 00
*7682	May 21	John Hood	" " "	"	0·34 "	40 00
*7683	May 21	Daniel Hood, *et ux*	" " "	"	0·83 "	140 00
*7694	July 31	Mary S. Howatson, *et al*	" " "	"	0·46 "	300 00
*7693	Aug. 7	Robert B. Christie, *et ux*	" " "	"	0·02 "	25 00
*7671	Aug. 30	William Pero, *et ux*	" Sydney Mines	"	13,843 sq. ft.	1 00
*7691	Oct. 4	William J. Johnston, *et ux*	" George's River	"	2·14 acres	300 00
*7695	Dec. 18	Alexander Campbell, *et ux*	" Little Bras D'Or	"	2·17 "	297 00
	1913.					
*7551	Feb. 20	Ellen Russell	Land at East Lawrencetown	Halifax, N.S.	10·21 acres	1,200 00
*7388	April 8	George J. Sproul, *et ux*	" Chatham	Northumberland, N.B.	1·3 "	300 00

*7386	June 4	William J. Kelly	"	"	"	3·58 "	400	00
*7385	June 23	George Simpson, *et ux*	"	"	"	1·63 "	250	00
*7553	Oct. 30	Reuben G. Crowell, *et al*	"	Eastern Passage	Halifax, N.S.	3·44 "	68	80
*7558	Oct. 30	Reuben G. Crowell, *et al*	"	"	"	4·22 "	84	40
*7387	Nov. 15	Samuel Waddleton, *et ux*	"	Chatham	Northumberland, N.B.	1·46 "	700	00
*7591	Nov. 24	Minnie J. Blenkhorn	"	Macean	Cumberland, N.B	0·233 "	1	00
*7656	Dec. 1	John McMullin, *et ux*	"	George's River	Cape Breton, N.S	1·04 "	581	25
*7658	Dec. 1	Edward J. Johnston, *et ux*	"	"	"	0·07 "	26	15
*7672	Dec. 1	Joseph O'Handley, *et ux*	"	"	"	0·96 "	435	93
*7684	Dec. 1	Robert D. Wilson, *et ux*	"	"	"	1·72 "	335	00
*7291	Dec. 12	Alice Ross	"	Stellarton	Pictou, N.S	460 sq. ft	500	00
*7673	Dec. 15	Mary Ann O'Handley, *et al*	"	George's River	Cape Breton, N.S	1·01 acres	383	62
	1914.							
*7739	Jan. 2	Amedee Roy	"	St. Pierre	Montmagny, P.Q	11,120 sq. ft	556	00
*7470	Jan. 8	Clara Murchy, *et al*	"	Middle Musquodoboit	Halifax, N.S	7·72 acres	400	00
*7501	Feb. 27	Aubrey MacDonald, *et al*	"	Eastern Passage	"	3·75 "	18	75
*7471	Mar. 9	Robert McGunnigle, *et ux*	"	Elmsvale	"	2·12 "	78	44
*7502	Mar. 9	Sidney Crowell	"	East Lawrencetown	"	0·80 "	100	00
*7761	Mar. 9	Donald Horne, *et al*	"	Eastern Passage	"	0·18 "	10	00
*7657	Mar. 16	Christie McKay, *et al*	"	George's River	Cape Breton, N.S	2·13 "	356	25
*7519	Mar. 17	Amos Conrod, *et al*	"	East Lawrencetown	Halifax, N.S	2·80 "	500	00
*7503	Mar. 20	George W. Lloy, *et ux*	"	"	"	1·19 "	225	00
*7472	Mar. 30	Richard Dunbrack, *et al*	"	Meaghers Grant	"	4·13 "	225	00
7473	April 8	George Y. Silbey, *et ux*	"	"	"	1·94 "	400	00
7590	April 15	The Carritte Paterson Mfg. Co., Ltd	"	Fairview	"	4,282 sq. ft		1
7254	April 15	F. de L. Clements	"	Gibson	York, N.B	4,956 "	500	00
7474	April 17	Willis E. Hebb, *et ux*	"	Middle Musquodoboit	Halifax, N.S	2·08 acres	200	00
7475	April 18	George B. Redmond	"	Centre Musquodoboit	"	2·13 "	150	00
7476	April 20	John Gaetz, *et al*	"	Musquodoboit Harbour	"	4·56 "	22	80
7559	April 20	John Gaetz, sr., *et al*	"	Musquodoboit	"	1·08 "	5	40
7495	April 20	The Alex Gibson Railway & Mfg. Co., Ltd., *et al*	"	Marysville	York, N.B	0·29 "	250	00
7477	April 27	Wm. McLean, *et ux*	"	Meaghers Grant	Halifax, N.S	1·95 "	136	50
7504	April 27	Provost Horne, *et ux*	"	Eastern Passage	"	0·17 "	10	00
7505	April 27	" "	"	"	"	0·72 "	10	00
7478	April 28	Joseph E. Seeton, *et ux*	"	Meaghers Grant	"	1·51 "	30	20
7479	April 28	Sydney Dickie, *et al*, etc. (Trustees of Meaghers Grant Cemetery)	"	"	"	1·42 "	100	00
7480	April 28	Wm. J. McBain	"	"	"	0·24 "	9	60
7481	May 1	Burton Kerr	"	"	"	9·07 "	180	00
7482	May 2	Wesley Ritcy, *et ux*	"	Crawford's Falls and Musquodoboit Harbour	"	5·56 4·34 "	220	00
7483	May 2	Sarah Jane Anderson	"	Crawford's Falls and Musquodoboit Harbour	"	1·86 1·18 "	15	20
7346	May 2	Harvey Gillis	A Reserved Roadway at Moffatt's Bridge in the Parish of Addington		Restigouche, N.B			

*Too late for last year's report.

PROPERTY conveyed to Canadian Government Railways for the Fiscal Year ending March 31, 1915—*Continued.*

No. of Deed.	Date of Deed.	Grantor.	Description.	County and Province.	Area.	Amount.
	1914					$ cts.
7506	May 7	Eliza Leslie, *et al*	Land at East Lawrencetown	Halifax, N.S.	1·93 acres	350 00
7621	May 18	James Benvie, *et ux*	" Upper Musquodoboit	"	1·52 "	12 16
7681	May 26	Annie Carr	" Sydney Mines	Cape Breton, N.S.	3,537 sq. ft.	270 00
7555	May 27	Wm. A. Grant, *et ux*	" Meaghers Grant	Halifax, N.S.	2·63 acres	52 60
7484	June 2	John A. Flemming, *et ux*	" "	"	1·01 "	35 35
7677	June 2	Michael Cashin, *et ux*	" Sydney Mines	Cape Breton, N.S.	2,337 sq. ft.	236 25
7485	June 4	Thos. E. Stewart, *et ux*	" Upper Musquodoboit	Halifax, N.S.	4·35 acres	604 50
7486	June 10	Robert J. Stoddard, *et ux*	" Musquodoboit Harbour	"	6·33 "	31 65
7487	June 12	Abner L. Gaetz, *et ux*	" "	"	7·33 "	100 00
7642	June 18	Byron S. Tulloch, *et ux*	" Eastern Passage	"	3·21 "	1,000 00
7444	June 18	Hugh Grant, *et ux*	" Woodside	"	0·68 "	2,100 00
7570	June 19	Sons of Temperance of Nova Scotia	" Upper Musquodoboit	"	1,073 sq. ft.	26 00
7518	June 19	James K. Dickie, *et al*	" Meaghers Grant	"	2·15 acres	37 00
7435	July 6	Phydime Lecomte	Farm crossing rights at St. Francois	Montmagny, P.Q.		225 00
7507	July 9	Thomas A. Naugle, *et ux*	Land at West Lawrencetown	Halifax, N.S.	1·88 acres	100 00
7500	July 11	John H. Trider, *et ux*	" Cow Bay	"	5·68 "	28 40
7508	July 11	Scott Morash, *et ux*	" Cole Harbour	"	0·56 "	50 00
7648	July 17	John Urquhart, *et ux*	" Urquhurt's Siding	Colchester, N.S.	1·00 "	100 00
7763	July 22	George G. Hawkins	" Lawrencetown	Halifax, N.S.	3·60 "	175 00
7488	July 31	Howard W. Wentzell, *et ux*	" Eastern Passage	"	0·21 "	50 00
7509	Aug. 10	Charles W. Dunsworth	" Cow Bay	"	1·20 "	6 00
7521	Aug. 13	James, A. Myers *et ux*	" Eastern Passage	"	0·88 "	25 00
7520	Sept. 17	Wm. J. McMullin, *et ux*	" Middle Musquodoboit	"	4·74 "	140 00
7524	Sept. 17	John A. Shaw, *et ux*	" " "	"	0·16 "	6 00
7569	Sept. 17 & 21	Clarence B. Cole, *et ux*	" Little River	"	7·81 "	226 00
7557	Sept. 19	Joseph Bruce, *et ux*	" Middle Musquodoboit	"	5·35 "	1,337 50
7552	Sept. 21	Robert E. Cruikshanks	" Little River	"	3·22 "	80 50
7522	Sept. 21	Burton J. Fox	" Middle Musquodoboit	"	5·44 "	260 00
7554	Oct. 7	Austen H. Richardson	" Crawford's Falls	"	0·96 "	4 80
7641	Oct. 10	Howard Bayers, *et ux*	" Crawford's Mills	"	0·91 "	4 55
7556	Oct. 13	Samuel Gaetz	" Crawford's Falls	"	1·48 "	80 00
7585	Oct. 14	Robert E. Cruikshanks	" Little River	"	0·73 "	36 50
7620	Oct. 14	Sydney Cruikshanks	" "	"	0·74 "	18 50
7571	Oct. 15 & 16	T. Cumming Holman, *et ux* / G. N. Gordon McKeen, *et ux*	" Middle Musquodoboit	"	0·02 "	26 00
7558	Oct. 30	Reuben G. Crowell, *et al*	" Eastern Passage	"	4·22 "	84 40
7583	Nov. 2	David A. Power, *et al*	" Crawford's Falls	"	7·93 "	39 65
7584	Nov. 4	James Smith, *et al*	" "	"	2·01 "	10 15
7732	Nov. 17	John C. Godfrey, *et al*	" Chatham	Northumberland, N.B.	8,114 sq. ft.	114 00

7639	Dec. 1	George Scott	Land at	Little River	Halifax, N.S.	3·23 acres	32 30
7649	Dec. 5	Le Baron Drury Lockhart, *et al*	"	Moncton	Westmorland, N.B.	14,490 sq. ft.	1 00
7637	Dec. 11	Elizabeth Finnamore	"	Marysville	York, N.B.	0·39 acre	85 00
7638	Dec. 17	John A. McPhee, *et ux*	"	Oxford	Cumberland, N.S.	785 sq. ft.	100 00
	1915.						
7640	Feb. 1	John McFetridge, *et al*	"	Middle Musquodoboit	Halifax, N.S.	0·11 acres	20 00
7650	Feb. 25	Stephen J. McNeill, *et ux*	"	Jamesville	Victoria, N.S.	0·46 "	50 00
7762	Mar. 29	George T. Sibley, *et ux*	"	Meaghers Grant	Halifax, N.S.	0·58 "	150 00
7764	Mar. 29	Joseph Howe Roberts	"	"	"	0·43 "	140 00
7767	Mar. 30	James D. Grant, *et ux*	"	"	"	3·55 "	100 00

H. F. ALWARD,

General Solicitor, Canadian Government Railways.

LEASES granted by the Canadian Government

No.	Date of Signature.	Lessee.	Lands or rights demised.
	1914.		
7361	Jan. 1	Dominion Atlantic Ry. Co.	Line of railway from Windsor to Windsor Junction known as the "Windsor branch."
7652	Mar. 12	Town of Fraserville, Que.	Land at Fraserville, Que.
7121	Apr. 3	Clifford M. Jack.	Right to lay a 3-inch iron water pipe together with a 1-inch water pipe under the tracks of the I.C.R. near Halifax, N.S.
7219	" 14	Moncton Tramways Electricity and Gas Company.	Privilege to lay and maintain a 4-inch gas pipe along I.R.C. land between Union station and Railway avenue, at Moncton, N.B.
7224	" 23	The New Brunswick Telephone Co., Ltd.	Privilege of erecting a telephone line across the I.R.C. tracks and right of way at Beveridge, N.B
7221	" 23	Bliss A. Keith.	Land at Anagance, N.B.
7225	" 23	Reginald West.	Land at Windsor Junction, N.S.
7255	May 4	Atlantic Sugar Refineries, Limited.	Right to lay water pipes under the tracks and over the property of the I.C.R. at St. John, N.B.
7275	" 20	Town of New Glasgow, N.S.	Privilege to lay and maintain 6 sewer pipes under the tracks and across the right of way of the I.R.C. at New Glasgow, N.S.
7274	" 23	J. Renwick Robertson.	Land at Rothesay, N.B.
7295	June 5	H. H. Blackader.	Land at Pictou Landing, N.S.
7311	" 17	Ferdinand Migneault.	Land at Metis, P.Q.
7333	" 17	Theodore Richard.	Land at Little Metis, P.Q.
7310	" 17	M. F. Bergman.	Land at Pugwash, N.S.
7326	" 29	Corp. of the Town of Trenton, N.S.	Privilege to lay a 24-inch vitrified clay sewer pipe through I.R.C. culvert at Smelt Brook, N.S.
7321	July 2	George R. Slack.	Land at Londonderry, N.S.
7327	" 8	La Cie Generale d'Entreprises Publiques, Ltee.	Privilege to lay and maintain one 3-inch galvanized iron pipe for compressed air and 1 ¾-inch galvanized iron pipe for electric wires, under tracks of the I.R.C. in Town of Levis, P.Q.
7319	" 8	Wilfred Levasseur.	Land at Eel River, N.B.
7316	" 7	N. B. Telephone Co., Ltd	Privilege of installing and maintaining a public pay station at Dorchester, N.B.
7320	" 8	Wm. McFatridge.	Land at Prince's Lodge, N.S.
7324	" 8	Caritte-Paterson Mfg. Co., Ltd.	Land at Fairview, N.S.
7337	" 8	Clifford M. Jack.	Land at Fairview, N.S.
7322	" 8	Fred King.	Land at Conn's Mills, N.S.
7334	" 13	Patrick Jordan Gray.	Land at Salisbury, N.B.
7356	Aug. 1	Calder Fraser Co., Ltd.	Land at Dartmouth, N.S.
7358	" 5	Charles Stewart McLean.	Land at Londonderry, N.S.
7384	" 7	J. A. Auger.	Land at Laurier, P.Q.
7359	" 7	Mrs. Catherine McPhee.	Land at Harcourt, N.B.
7365	" 10	S. L. Trafton.	*Re* operating speeder on N.T.R.
7379	" 12	Mt. St. Vincent Academy.	Land at Rockingham, N.S.
7374	" 21	Didace Gamache.	Land at Causapscal, Que.
7370	" 21	East Pictou Telephone Co., Ltd.	Privilege of crossing with telephone wires the property and under the tracks of the I.R.C. at Mileage 73·08, Mulgrave, S.D.
7364	" 21	N.B. Telephone Co., Ltd.	Installing and maintaining public pay station at various points.
7375	" 21	East Pictou Telephone Co., Ltd.	Privilege of erecting a telephone line over the I.R.C. at Sutherland's platform and at a farm crossing one-quarter mile east of said platform.
7376	" 21	Wellington Dairying Co.	Land at Wellington, P.E.I.
7378	" 21	City of Moncton, N.B.	Privilege to lay and maintain a 12-inch terra cotta sewer pipe under the I.R.C. wharf track at Downing street.
7407	" 21	William Howe	Land at Fairview, N.S.
7368	" 31	George N. Prince	Land at Moncton, N.B.
7399	Sept. 5	Moncton Woodworking Co.	Land at Sunny Brae, N.B.
7494	Oct. 1	Jos. Meunier	Land at Bic, Que.
7354	Nov. 10	Samuel Laughlin (assignee of est. of Wm. Sproule.)	Land at Campbellton, N.B.
7533	" 10	City of Moncton, N.B.	Land at Moncton, N.B.

SESSIONAL PAPER No. 20

Railways, Fiscal Year ending March 31, 1915.

Area.	Term.	Commencement of term.	Annual Rental.	Due each year.	First instalment due.
			$ cts.		
	99 years	Jan. 1, 1914	22,500 00	Mar. 31 June 30 Sept. 30 Dec. 31	Mar. 31, 1914
144 sq. ft.	During pleasure	Mar. 1, 1914	1 00	Mar. 1	Mar. 1, 1914
	"	" 1, 1914	1 00	" 1	" 1, 1914
	"	Apr. 1, 1914	1 00	Apr. 1	Apr. 1, 1914
	"	Mar. 1, 1914	1 00	Mar. 1	Mar. 1, 1914
2,988 sq. ft.	"	Apr. 1, 1914	5 00	Apr. 1	Apr. 1, 1914
0·12 acres	"	" 1, 1914	1 00	" 1	" 1, 1914
	10 years	May 1, 1914	5 00	May 1	May 1, 1914
	During pleasure.	Nov. 1, 1909	1 00	Nov. 1	Nov. 1, 1909
347·7 sq. ft.	"	Apr. 1, 1914	5 00	Apr. 1	Apr. 1, 1914
4,750 sq. ft.	"	May 1, 1914	5 00	May 1	May 1, 1914
85 sq. ft.	"	June 1, 1914	1 00	June 1	June 1, 1914
68 sq. ft.	"	" 1, 1914	1 00	" 1	" 1, 1914
300 sq. ft.	"	" 1, 1914	1 00	" 1	" 1, 1914
	"	" 1, 1914	1 00	" 1	" 1, 1914
½ acre	"	July 1, 1914	1 00	July 1	July 1, 1914
	"	" 1, 1914	1 00	" 1	" 1, 1914
2,500 sq. ft.	"	" 1, 1914	1 00	" 1	" 1, 1914
	One yr. from date of agreement.	July 7, 1914	10% of gross earnings.		
16,100 sq. ft.	During pleasure	" 1, 1914	1 00	" 1	" 1, 1914
600 sq. ft.	"	Apr. 15, 1914	1 00	Apr. 15	Apr. 15, 1914
4,904 sq. ft.	"	July 1, 1914	1 00	July 1	July 1, 1914
600 sq. ft.	"	" 1, 1914	1 00	" 1	" 1, 1914
1,000 sq. ft.	"	" 1, 1914	2 00	" 1	" 1, 1914
199·82 sq. ft.	"	June 1, 1914	1 00	June 1	June 1, 1914
0·38 acres	"	July 1, 1914	2 00	July 1	July 1, 1914
120 sq. ft.	"	June 20, 1914	1 00	June 20	June 20, 1914
0·51 acres	"	July 1, 1914	1 00	July 1	July 1, 1914
	"	Aug. 10, 1914			
6,000 sq. ft.	"	" 1, 1914	1 00	Aug. 1	Aug. 1, 1914
0·44 acres	"	Oct. 1, 1913	1 00	Oct. 1	Oct. 1, 1913
	"	Apr. 1, 1914	1 00	Apr. 1	Apr. 1, 1914
	One year	Aug. 21, 1914	10% of gross receipts.		
	During pleasure.	June 1, 1914	1 00	June 1	June 1, 1914
1,950 sq. ft.	"	Aug. 1, 1914	10 00	Aug. 1	Aug. 1, 1914
	"	" 1, 1914	1 00	" 1	" 1, 1914
400 sq. ft.	"	" 1, 1914	1 00	" 1	" 1, 1914
449 sq. ft.	"	" 1, 1914	1 00	" 1	" 1, 1914
3,038 sq. ft.	"	Sept. 1, 1914	1 00	Sept. 1	Sept. 1, 1914
6 acres	"	July 20, 1914	10 00	July 20	July 20, 1914
1,340 sq. ft.	"	June 30, 1914	5 00	June 30	June 30, 1914
1,500 sq. ft.	"	Sept. 1, 1914	5 00	Sept. 1	Sept. 1, 1914

LEASES granted by the Canadian Government Rail

No.	Date of Signature.	Lessee.	Lands or rights demised.
	1914.		
7543	Nov. 11	Travelers Ins. Co	Right and privilege of having ticket agents of the railways sell accident insurance tickets.
7540	" 20	J. E. Berger.. ..	Land at St. Fabien, Que.. ....
7560	Dec. 1	Scofield Bros	Land at St. John, N.B.. . .. .
7561	" 1	H. L. D. McLeod.	Land at Fredricton, P.E.I.. .. .
7564	" 9	Eugene Bernard..	Land at Caaaan, N.B.
7565	" 9	Town of Dartmouth, N.S.	Right and privilege to lay and maintain a 1½-inch water pipe and one 18-inch sewer pipe at Dartmouth, N.S.
7587	" 30	Sydney Herbert Taylor. .	Land at Stewiacke, N.S.. .
	1915		
7596	Jan. 22	Town of Pictou, N.S.	Right and privilege to lay and maintain a 6-inch sewer pipe across the property and under the tracks of the I.R.C. at Pictou.
7598	" 30	Matthews and Scott....	Land at Sydney, N.S
7616	" 30	Moncton Tramways Electricity & Gas Co., Ltd.	Right and privilege to lay and maintain a 6-inch gas pipe across the right of way and under the tracks of the I.R.C. at Moncton, N.B.
7599	Feb 1	Department of Marine and Fisheries.	Land at Georgetown, P.E.I. . ..
7603	" 5	East River Mutual Telephone Company.	Right and privilege to cross the property and tracks of the I.R.C. with telephone wires at a point near Ferrona Junction, N.S..
7615	" 18	James Gotre.. .	Land at Caaaan, N.B.
7629	" 23	John Feadersoa & Co., Ltd..	Land at Sayabec, Que... .
7626	" 24	Daaiel Richards.. .	Land near Campbellton, N.B..
7625	Mar. 1	City of Sydaey, N.S..	Privilege to lay and maintain aa 18-inch cast iroa sewer pipe across the right of way and under the tracks of the I.R.C. at Sydney.
7627	" 3	William Maynes....	Laad at St. John, N.B. . .
7635	" 8	Realities, Limited .	Right aad privilege to lay a 15-inch sewer pipe across the I.R.C. right of way aad under the tracks at Riverside, N.B.
7636	" 17	James Danlop...	Land at Leitches Creek, N.S.. . .
7646	" 24	Caritte-Paterson Mfg. Co., Ltd.	Right aad privilege to lay and maiataia one 6-inch sewer pipe under the tracks of the I.R.C. at Fairview, N.S.
7655	" 29	Corporation of Town of St. Germain de Rimouski, P. Q.	Right and privilege to lay aad maintain one water and one sewer pipe across the right of way aad under the tracks of the I.R.C. at Rimouski, Que.
7723	" 31	Mrs. Selina Jane Atkinson doing business under style aad firm of "Heary Atkinson Reg'd."	Land at St. Romuald, Que.. . .. .

ways, Fiscal Year ending March 31, 1915.—*Continued.*

Area.	Term.	Commencement of term.	Annual Rental.	Due each year.	First instalment due.
			$ cts.		
..	one year	Dec. 1, 1914			
0·085 acres.	During pleasure.	Nov. 1, 1914	1 00	Nov. 1	Nov. 1, 1914
66 sq. ft..	"	" 1, 1914	5 00	" 1	" 1, 1914
800 sq. ft..	"	Oct. 1, 1914	5 00	Oct. 1	Oct. 1, 1914
16,855 sq. ft.	"	Nov. 1, 1914	5 00	Nov. 1	Nov. 1, 1914
....	"	Dec. 1, 1914	1 00	Dec. 1	Dec. 1, 1914
1,252 sq. ft..	"	Nov. 1, 1914	10 00	Nov. 1	Nov. 1, 1914
.. ..	"	Jan. 1, 1915	1 00	Jan. 1	Jan. 1, 1915
31,800 sq. ft..	"	Dec. 1, 1914	100 00	Dec. 1	Dec. 1, 1914
....	"	Jan. 1, 1915	1 00	Jan. 1	Jan. 1, 1915
104 sq. ft..	"	May 1, 1914	1 00	May 1	May 1, 1914
	"	Oct. 1, 1914	1 00	Oct. 1	Oct. 1, 1914
9,483 sq. ft..	"	Nov. 1, 1914	5 00	Nov. 1	Nov. 1, 1914
736 sq. ft.,..	"	Feb. 1, 1915	5 00	Feb. 1	Feb. 1, 1915
2,393 sq. ft.	"	July 1, 1914	16 50	July 1	July 1, 1914
	"	Mar. 1, 1915	1 00	Mar. 1	Mar. 1, 1915
522 sq. ft..	"	Dec. 1, 1914	11 00	Dec. 1	Dec. 1, 1914
	"	Mar. 1, 1915	1 00	Mar. 1	Mar. 1, 1915
400 sq. ft.. ..	"	Jan. 1, 1915	1 00	Jan. 1	Jan. 1, 1915
	"	Apr. 1, 1915	1 00	Apr. 1	Apr. 1, 1915
	"	" 1, 1915	1 00	" 1	" 1, 1915
6,750 sq. ft..	"	" 1, 1915	5 00	" 1	" 1, 1915

H. F. ALWARD,

General Solicitor, Canadian Government Railways.

LEASES granted to Canadian Government Railways, Fiscal Year ending March 31, 1915.

No.	Date of Signature.	Lessor.	Lands, rights or premises demised.	Area.	Term.	Commencement of Term.
7261	Apr. 3, 1914	Old South Building Association	Room 206 in Old South building in Boston, Mass.		3 years	Feb. 1, 1914
7489	" 22, 1914	John Vincent	Land at Cole harbour, N.S., for purpose of ballast pit	10·28 acres	Dec. 31, 1914	Apr. 22, 1914.
7490	" 27, 1914	Albert Conrod	Land at Cole harbour, Nova Scotia	3·70 acres	" 31, 1914	" 27, 1914
7259	May 18, 1914	Grand Trunk Railway Company of Canada.	Office on Du Fort street in city of Quebec, Que		3 years	May 1, 1914.
7329	Aug. 1, 1914	International Railway Co. of New Brunswick.	Line of railway of the company between Campbellton and St. Leonard, N.B.		5 years	Aug. 1, 1914.
7578	" 11, 1914	La Cie De Telephone Nationale	Privilege of stringing wires on the poles of the company at Levis, Que.			" 11, 1914
7438	" 25, 1914	Town of Drummondville, P.Q.	Granting the Crown the right and privilege to connect I. C. R. sewerage pipes with the town sewerage pipes; to pass sewerage through same and to drain certain lots at Drummondville, Que.		5 years	Oct. 1, 1912.
7380	" 31, 1914	Mrs. Edith Harris	The right and privilege to lay and maintain a pipe line on lands of the lessor and to take water from the source of a brook thereon at Flatlands, N.B.		In perpetuity	
7589	Oct. 26, 1914	Wesley Ritcy, *et ux*	Lot 349a at Musquodoboit Harbour, N.S.	11·4 acres	Dec. 31, 1915	Oct. 26, 1914
7597	Jan. 26, 1915	Town of Campbellton, N.B.	Privilege to lay and maintain an 8-inch water main along Sugar Loaf street.		During pleasure.	Jan. 26, 1915.
7610	Feb. 10, 1915	Grand Trunk Railway Company of Canada.	Space in Transportation building at Montreal for I.C.R. ticket office.		8 yrs. & 9 mos.	Aug. 1, 1913.

H. F. ALWARD,

General Solicitor, Canadian Government Railways.

REPORT OF SAFETY ENGINEER.

SAFETY DEPARTMENT, MONCTON, N.B., July 20, 1915.

The Safety Department was organized on January 1, 1914, and until March 31 of that year the time was spent holding public safety meetings at various division and terminal points. At these meetings, talks, illustrated by stereopticon slides, were given, explaining the purposes and methods of this work to the employees and the public.

For the fiscal year ending March 31, 1915, I have the honour to submit my report:—

During the months of May and June, 1914, the following safety committees were organized: District committee at Lévis, Campbellton, Truro and New Glasgow; terminal committees at Rivière-du-Loup, Moncton, Saint John, Halifax, and Sydney; and committees at the car and locomotive shops, Moncton. During the month of August, 1914, a district committee was organized at Charlottetown.

These committees consist of chairman (who is the local officer in charge of the district terminal), other officers and employees representatives from all branches of the service.

The membership being about three hundred men who watch out for unsafe conditions and practices while in the discharge of the respective duties, correcting what they can, and reporting those they cannot correct, to the chairman of the committee. Meetings are held in the offices of the chairman each month.

During the year the members have reported the correction of over twenty-eight hundred unsafe conditions, and warned against nearly twelve hundred unsafe practices.

During the months of November and December the members of the Safety Committees for districts one, two, three, and four, were taken over portions of their respective territories in a body for the purpose of making a safety inspection.

Printed notices containing safety precautions for the public have been placed in all passenger stations, and enameled Safety First signs have been placed on highway crossing sign posts, section tool-houses, roundhouses and in car and locomotive shops.

The following special work was done in the shops at Moncton in connection with the Safety First movement to ensure greater protection to the men and also to safeguard the property: thirty-five machines and gears were enclosed with rails and netting, five circular saws were encased, five emery wheels were equipped with shields, six band saws were encased, four fly wheels were made safe, guards were placed under wires on cranes, set screws on all machines were enclosed, a new movable platform was made, a new chain for hoisting was made, staging was built for oiling the shafting, all pipe lagging was repaired, all circuit breakers were renewed, running boards were put on cranes, a gate was made for loft in the cabinet shop, a guard was applied to the tube cutter in the boiler shop, a shield was put around the toolmakers' anvil, pulleys in the store elevator had shield applied, windows which were unsafe were removed.

Guards have also been placed on machines at Rivière-du-Loup shops, as well as on machines in a large number of the round-houses and shops at other points.

The results of the campaign for accident prevention are shown in the injury record as follows:—

COMPARATIVE Statement of Personal Injuries for Fiscal Years 1913-14 and 1914-15.

	1913-14	1914-15	Decrease.	
			Number.	Per cent.
Employees—Killed	17	6	11	64·7
" Injured	678	470	208	30·6
Passengers—Killed	3	1	2	66·6
Others—Killed	23	20	3	13
Total killed	43	27	16	Fewer persons killed.

Respectfully submitted,

J. E. LONG, *Safety Engineer.*

STATEMENT of Casualties for the

Date.	Time of Day.	No. of Train	Description of train.	Name of conductor.	Name of driver.	No. of Engine	Place of Accident.
1914							
April 1	8 15	Extra	Way freight	C. B. Clark		6	Nauwegiwauk
" 4	18 00	75	Fast frt	David Haines		270	Chatham Jct
" 6	17 55	87	Passenger	A. Calder	J. Campbell	605	Three miles south Trenton, N.S.
" 8	5 45		Shunter			815	Moncton Yd
" 8	8 40		"	C. Steele	J. Hessian	821	Richmond Yd
" 8	17 15	Pilot	No. 834	Jos. Levasseur	J. Chenard	384	Mont Joli
" 9		9	Passenger	J. Coffey			Rockingham
" 10	12 05	Extra	Freight	W. H. Wilbur		22	Springhill Jct.
" 15	4 00	39	Freight	W. F. Ferguson	A. J. Russell	39	Newcastle
" 18	13 00		Shunter	G. Levasseur	G. Jean	834	Mont Joli Yd
" 21	18 10	82	Passenger	A. Calder	J. Campbell	620	Stellarton
" 21	15 15	97	Passenger	W. Clarke	B. Hartlen	23	Campbell Rd. crossing near Richmond
" 22	23 30		Light engine		L. V. Sheedy	430	Rivière-du-Loup
" 23	18 30	1	Passenger	L. J. Kennedy	Jas. Moody	635	near Salisbury
" 24	13 00	104	Freight	E. W. Cobb	D. McDonald	70	Watson's Cove, N.S.
May 4	22 30		Shunter	J. McArdle	J. McLaren	819	Moncton Yd
" 5	18 45						Campbellton Yd.
" 5	21 30		Shunter	J. Turcotte			Chaudière Jct. Yd.
" 11	5 00	Extra	Freight	E. Johnston	W. McDonald	149	Near Debert
" 14	16 00						Shediac
" 18	15 01						Petitcodiac
" 19	10 30		Shunter	W. Smith	A. M. McKenzie	279	Campbellton
" 20	15 20	Extra	Freight	Jos. Beaulieu	R. Jamieson	614	Thibault Sdg.
" 24	21 45		Shunter	H. C. Wilmot	W. S. Lutes	815	Moncton
" 24		33	Passenger	J. A. Davidson	W. Carson	445	Culligan's Sdg.
" 27		19	Passenger	T. Martin	C. Matheson	619	Half-mile east of Barachois
" 27	7 00	423	Passenger	C. Couchy	G. Roberge	96	Chaudière
" 29	21 15	34	Passenger	J. B. Dube	A. Mathews	612	near Mont Joli
" 30	15 00	49	Mixed	Jos. Lemieux	Jos. Gagnon	137	Montmagny
June 1	6 37	45	Passenger	J. Paradis	E. Ouellet	411	East St. Paschal
" 7	22 00	200	Passenger	A. E. Brown	L. Starratt	407	Windsor Jct
" 14							New Mills
" 16	3 07	76	Fast frt	A. Gauvreau	J. Bruce	114	Bagot
" 17	16 05	304	Mixed	Crookshank	J. Cameron	1003	Goodspeed, N.B.
" 19							Point du Chene
" 20	16 00	Extra	Freight	R. G. Duff	C. Cool	131	Jacquet River
" 20	16 10	15	Passenger	J. L. Chisholm	W. E. Hunter	419	Sussex

SESSIONAL PAPER No. 20

Fiscal Year ended March 31, 1915.

Name of Person injured.	Whether passenger or employee.	Particulars of Accident.	Extent of injury.	Verdict.
W. A. Steeves	Brakeman	Getting off box car	Sprained ankle badly	
David Haines	Conductor	While getting on engine missed footing and fell.	Slightly injured	
A. Calder	Conductor	Cars derailed	Foot slightly injured	
Roy A. Lutes	Brakeman	Coupling cars hand injured	Slight	
Harry Wournell	Brakeman	Fingers caught while cutting cars	Two fingers injured	
Chas. Joly	Brakeman	Jammed between car and scale building.	Slightly injured	
Miss Lildian Bayer.	Passenger	Found on track seriously injured, supposed to have been struck by No. 9 train.	Fatal	
O. N. Wilbur	Brakeman	Hand caught in car door, thumb injured.	Slight	
E. Ashfor	Fireman	Thumb caught in coal box	Nail torn off	
J. B. Claveau	Brakeman	While coupling cars	Contusion of chest	
Jos. Farley	Neither	Found beside track, supposed to have been struck by train.	Two ribs broken	
John Snow	Neither.	Driving team over crossing struck by train.	Left leg broken, head cut and stomach injured.	
E. Dumas	Fireman	Fell off engine tender	Shoulder dislocated	
Thos. A. Jackson	Brakeman	Fell off step ladder while lighting lamps in car.	Knee injured	
Grant Fraser	Neither	Fell from car while in charge of horse.	Shaken up and bruised	
A. J. Lirette	Brakeman	Standing on engine which left track and fell under.	Both legs sprained	
Peter Girouard	Neither	Jumping between cars and fell.	Broken arm	
J. Turcotte	Foreman shunter.	Climbing car, missed footing	Ankle sprained	
Wallace Crowe	Neither	Found alongside of track. Supposed struck by train	Fatal	Railway exonerated.
Ray. Hebert	Frt. porter	Pushing freight truck, box fell on him.	Leg bruised	
C. W. Hubley	Com. trav.	Walking on platform, lamp fell on his head. Head cut.	Slight	
C. Gilhonie	Messenger	Riding on pilot, struck by flat car.	Hip bruised	
R. Belanger	Brakeman	While gilpoking cars, gilpoke fell on his foot	Foot slightly injured	
Thos. Baxter	Neither	Supposed to have been run over by shunter	Fatal	Railway exonerated
Fabien Guitar.	Neither	Supposed to have been struck by No. 33.	Fatal	No inquest.
Kate Steele	Passenger	Jumped off train while going by destination.	Slightly scratched.	
Sadie Nicholson	"	"	Ankle injured, collar bone fractured and shoulder dislocated.	
A. Theriault	Neither	Attempted to board moving train, and fell.	Four toes cut off	
Miss Maria Shannon.	Passenger	Jumped off train at wrong destination.	Leg sprained	
Arthur Boucher.	Fireman	Assisting with freight	One finger bruised	
Miss R. Deschenes.	Passenger	Fell off platform of first-class car, supposed to have fainted	Internal injuries, not serious.	
George Sharp	Pantryman.	Fell from moving train	Thumb cut and foot bruised	
Wm. Windsor	Neither	Run over by some train.	Leg cut off—fatal	No inquest.
Rosario Perrault	Neither	Found unconscious near track—Struck by train.	Not serious	
E. Logan	Fireman	Engine derailed and turned over,	Badly scalded.	
John Gallant	Extra frt. Porter.	Icing cars, fell off car to track.	Badly injured	
John Foley	Neither	Struck by shunting engine	Slightly injured.	
Miss Mary Morgan	Neither	Walking over crossing. Struck by train.	Slightly injured	

STATEMENT of Casualties for the Fiscal

Date.	Time of Day.	No. of Train	Description of train.	Name. of conductor.	Name of driver.	No. of Engine	Place of Accident.
1914							
June 20	23.00	40	Mixed	J. Card	A. Murray	39	Green Point, N.B.
" 22	15.45	33.	Passenger	J. Rioux	J. Rioux	432	St. Leonard Jct.
" 22	23.45	Extra	Passenger	C. E. Morton			near Canaan
" 30							Sydney
July 6	1 15	34	Passenger	S. Bernier	A. Mathews	433	Champions Sdg.
" 7	6.50	133	Passenger	T. Coffey	J. Irvine	636	Moncton Yd.
" 10	13.23	150	Passenger	H. Begin	A. Berube	424	Isle Verte
" 12	4.30		Shunter	W. Bourcier		818	Chaudière Jct. Yd.
" 15	21.20		Shunter	J. Jackson	J. Daine	129	Richmond Yd.
" 20	14.30		Shunter				Moncton Yd.
" 20	15.20						Three miles west Rogersville
" 27	18.20	138	Passenger	J. McLeod	M. A. Hoyt	635	St. John
" 30		Extra	Freight	T. G. Stratton	Stewart	269	Newcastle
" 31	14.15	Extra	Freight	M. McDonald	G. Crowell	148	Springhill Jct.
August 1	7.15	Extra	Way frt	E. A. Smith	P. P. Cormier	22	Belmont
" 1	22.15		Shunter	T. McTierman	F. Stockall	828	Halifax
" 3	1 15				W. J. Atkinson	147	Turcot, P. Q.
" 4	7.30		Shunter	M. Bernard	S. G. Ferguson	818	Chaudière Jct.
" 4	7.59	199	Passenger	J. Rioux	J. Cloutier	442	St. Cyrille
" 5	8.30		Shunter	T. McTierman	A. McGrath	837	Halifax
" 3	16.00	Extra	Shunter	E. Gagnon	G. Mann	23	Amqui
" 5	22.25	17	Passenger	J. Buchanan			Eureka
" 8	16.45	Extra	Freight	J. A. St. Pierre	E. Murphy	612	Amqui
" 9							Riv. Ouelle Bridge.
" 10	19 00						New Glasgow
" 11	10.00	Extra	Freight	Jas. MaAuley	D. McDonald	19	Olivers Crossing, P.E.I.
" 12	17.30		Shunter	T. Berube	J. Scott	817	Riv. du Loup
" 14	9.20	200	Passenger	E. Camire	E. B. Price	444	Mowatt's Mill Crossing, N.B.
" 15	18.05	76	Fast frt	J. April	A. Ouellet	60	Montmagny Yd.
" 17	21 00		Shunter	J. Creamer	W. Mathews	1028	Chatham
" 18	18.15	15	Passenger	J. Daley		419	Rothesay
" 18	24 25	Extra	Passenger	O. Samson	H. Duclos	85	St. Apollinaire
" 24	8 10				J. Gallant	1	Camphellton

Year ended March 31, 1915.—*Continued.*

Name of Person injured.	Whether passenger or employee.	Particulars of Accident.	Extent of injury.	Verdict.
J. A. Boudreau	.....	Thrown over seat in collision with Jamison's extra.	Shoulder bruised	
Oliva Champagne.	Neither	Attempted to board train while in motion.	One toe cut off	
Edward Bernard	Passenger	Shoved off train by fellow soldier.	Ankle and shoulder sprained.	
Henry Muggah	Temp. lab.	Assisting unloading rails—Rail fell on foot	Two toes cut off	
Frank Keays	Trackman.	Riding velocipede and struck by train.	Fatal	Accidental—Ry. exonerated from blame.
Arthur West	Employee	Walking track—struck by train	Slightly injured	
Mrs. Pierre Brisebois	Neither	Driving across track and struck by train.	Slightly cut on head	
Francois Forques.	Yardman	Standing on moving car ran foul umbrella roof.	Hip and feet slightly injured.	
L. Baker	Switchman.	Thrown off box car while getting off.	Head cut, shoulder injured	
T. F. Warren	Shunter	Slipped and fell while getting on engine.	Shoulder injured	
E. Savage	Br. & Bldg. master.	Gasoline car jumped track	Head cut and otherwise injured.	
Michael Barry	Neither	Walking on track—Struck by engine.	Fatal	Railway exonerated.
Jos. McDermott	Fireman	Struck by box car while lookout of cab window.	Head cut	
John Doyle	Fireman	Hit on head by lump of coal off tender.	Head cut	
Elias Bovard	Brakeman.	While unloading freight, fell off foot-board	Back injured	
J. O'Reilly	Neither	Struck by shunter and run over	Fatal—Both legs cut off	No inquest.
H. Pelletier	Fireman	Struck by arm of ash-pit crane	Forehead slightly cut	
Alphonse Demers.	Shunter	Opening knuckle with foot—heel caught between drawbar.	Heel crushed	
Jacob Verrier	Neither	Driving over public crossing, team struck.	Instantly killed	Ry. exonerated, but Jury recommends crossing be protected.
Fred Smith	Neither	Supposed sitting under cars, cars moved.	Fatal	No inquest
T. Roy	Brakeman	Struck by gilpoke while gilpoking cars.	Right hip slightly injured.	
Mrs. J. E. Henderson.	Passenger	Slipped while getting off train	Slightly injured	
Alphonse Fiola	Neither	Riding on side of car and fell off	One foot cut off	
Elzear Alex Lavasseur.	Neither	Warned not to cross bridge, shot by guardian.	Fatal	Railway exonerated.
Clarence McPherson	Car inspector.	Icing refrigerator and fell from top of car.	Face cut	
Baby Oliver	Neither	Baby crossing track, struck by oil box on engine.	Right arm taken off	
Solomon Savage	Neither	Walking between tracks, struck by engine tender.	Head slightly cut	
Duncan Duquay	Neither	Driving across track	Leg broken and head cut	
Aboudance Thebault.	Extra labourer.	Shovelling ballast, struck by engine cylinder.	Skull fractured. Fatal.	
J. Creamer	Conductor	Jumped off box car	Ankle sprained	
Miss Sophie Green.	Passenger	Foot caught between buffers of cars	Slightly injured	
J. Langlois	Brakeman	Flagging train, fainted and fell, struck by engine.	Shoulder and back bruised	
J. H. Ward	Conductor	Struck by engine while walking on track.	Fatal	No inquest.

STATEMENT of Casualties for the Fiscal

Date.	Time of Day	No. of Train	Description of train.	Name of conductor.	Name of driver.	No of Engine	Place of Accident.
1914							
Aug. 24	19 17	134	Passenger ..	T. Coffey.	J. J. Irvine..	636	Lakeside, N.B
" 25		35	Passenger..				Campbellton
" 25	21 05	22	Passenger ..	Jas. McDonald	C. Mitchell ..	646	Sydney
" 26	10 26						Truro
" 26	17 20	Extra		F. O. Archibald	C. Crowell	74	near Dorchester
" 20							near Calhoun, N.B.
" 29	21 00	11	Mixed	L. S. Nickerson	T. Townsend	21	Painsec Jct
" 30		150	Passenger..	H. Begin.			Heppel's Sdg., Que.
" 31	1.50	22	Passenger .	J. Martin	H. McDonald	646	Cape Porcupine.
" 31	16.20	146	Passenger ..	U. St. Pierre		606	Victoria Bridge, Montreal
Sept. 1	18.00						Sackville
" 2	16 04	42	Passenger .	O. Levesque.	L. Levesque..	15	Cacouna.
" 6	3 30						Bathurst
" 7	8 50						Moncton
" 7	13.30	20	Passenger ..	J. E. McLellan .	D. Duncan	421	Antigonish
" 8							New Glasgow
" 9	12 30	50	Way frt. .	A. Vachon	J. Gagnon	98	Montmagny
" 11	10 05	74	Fast frt.	A. Martin	J. Larouche..	80	Isle Verte
" 12	15 05	20	Passenger .	D. McIntosh	L. King	412	New Glasgow
" 14	21 55	17	Passenger..	J. Buchanon .		622	Union, N.S
" 20	1.30	Extra	Auxiliary.	J. Stephenson.	W. G. Atkinson ..	269	Moncton ..
" 16	24.10	Extra	Shunter	R. G. Duff		73	Bathurst
" 20	24 30		Shunter....			824	Campbellton
Oct. 9	13.45	Extra	Work train..	E. W. Cobb	C. Cool	66	Barra Glen, N.B
" 10	10 10	Pile driver.					Marshy Hope.
" 12	10.05	9	Passenger ..	G. W. Hopper			Shubenacadie Bdge, N.S.
" 15	18 47	150	Passenger ..	V. Canuel	W. F. Duncan	416	Ste. Florence.
" 16	7.30	19	Passenger ..	C. Phillips.	B. Cook .	406	Bedford.
" 16	14 45	Extra ..	Freight . . .	J. D. McDonald	A. Robbins...	78	Rocky Lake, N.S
" 19	20.00		Shunter.				Sydney Yd.
" 21	12 30						Princes Pier, P.Q...
" 29	10 30						Halifax
Nov. 2	10 00	Extra..	Way frt .	S. Hayward.		72	Culligan's Sgd..
" 2							St. Eleuthère, P.Q..
" 6	15 15	Extra....	Way frt .	J. F. Doyle..		253	Elm Tree Bridge, N.B
" 9	16 25	199	Passenger .	T. C. Ayer	W. F. Hicks ...	446	McPhee's Crossing near Rogersville, N.B

Year ended March 31, 1915.—*Continued.*

Name of Person injured.	Whether passenger or employee.	Particulars of Accident.	Extent of injury.	Verdict
Marjorie McManus	Neither	Crossing track in front of train... (Deaf-mute).	Fatal.	No inquest.
Alonzo Assof	Passenger	Jumped off train before arrival at station.	Slightly injured and bruised.	
Boozyli Kirlyseki.	Neither	Jumped off train after seeing friends off.	Leg cut off	
Sophie Crossman	Passenger	Attempting to board moving train fell.	Slightly injured	
Daniel Cook	Sectionman.	While loading rails one fell off car	Right leg severly injured.	
R. F. B. Campbell.	Chainman	Following train on hand car and collided.	Arm dislocated and bruised.	
R. J. Elliott	Brakeman	Uncoupling cars, pushed drawbar with foot.	Foot smashed—Amputated.	
Thos. Belanger	Passenger	Jumped off train going at full speed.	Slightly injured.	
Alex. Nicholas.	Passenger	Fell off train—Intoxicated	Injuries slight	
Wm. Gadbois	Passenger	Supposed to have fallen between baggage and first class car.	Leg broken	
R. J. Tower	Conductor	Assisting re-railing an engine	Forearm bruised.	
Geo. Morrison	Passenger	Attempting to board moving train and fell.	Left leg broken	
J. W. Spencer	Tel. oper	Struck on right arm by semaphore lever.	Arm broken	
Ant. J. Belliveau	Tool checker.	Crossing between cars, one of which was moved.	Arm smashed and amputated.	
Mrs. Proper	Passenger	Hand caught between vestibules.	Thumb smashed	
Walter King	Neither	Walking track and struck by some train.	Badly shaken up	
J. A. Cote	Brakeman	Left leg caught in gang-way while shifting.	Slightly injured	
J. B. Boucher	Neither	Crossing track with team, struck by engine.	Head slightly injured	
Mrs. Wm. Diamond.	Neither	Seeing friends away, jumped off moving train.	Foot smashed and amputated.	
Adam Taylor	Passenger	Stepping off train fell between platform and car.	Head and right shoulder slightly injured.	
Patrick Scott	Neither	Supposed to be walking track, struck by engine.	Fatal	Railway exonerated.
Clifford Leger	Brakeman	Getting off caboose, slipped and fell.	Side injured	
E. Dupont	Yardmaster	Getting on foot-board of engine, slipped.	Foot jammed	
Dan. H. McNeil	Employee	Rail fell on hand, cutting it	Hand crushed	
D. A. McFarlane	Conductor	Trip block fell	Head cut and shoulder bruised.	
Angus Carson	Neither	Jumped off train, seeing friends away.	Fatal	No inquest.
Miss Elmure Roy.	Passenger	While getting off train, fell between steps and platform.	Two fingers crushed	
Pat Donavon	Neither	Walking track, struck by engine...	Fatal	Railway exonerated.
Jos. Roche	Section-foreman.	Hatch door on car dropped suddenly.	Arm and shoulder slightly injured.	
Eleazer Pitten	Brakeman	Fell off top of box car	Right arm injured	
Ferd Begin	Ship labourer	Unloading coal, struck by coal elam.	Fatal	Accidental.
Geo. R. James	Fitter	Fell while stepping off engine	Arm broken	
W. D. Marrs	Brakeman	Unloading freight	Back injured	
P. Charron	Neither	Axle broke in hand car	Eye injured	
V. J. Bernard	Brakeman	Flagging train across bridge, bridge collapsed.	Eye cut and hips injured.	
Oliver Bourque.	Neither	Driving across railway crossing, struck by engine.	Fatal	Ry. exonerated, jury recommend crossing protection.
Doeithe Bourque	Neither			

STATEMENT of Casualties for the Fiscal

Date.	Time of Day.	No. of Train	Description of train.	Name. of conductor.	Name of driver.	No of Engine	Place of Accident.
1914							
Nov. 9	22.00	200	Passenger..	J. Daley	M. White	407	Halifax
" 11	6.00	Extra	Freight	J. Ahearn		274	Canaan, N.B
" 13	11.00						Sydney Mines
" 16	15.00	Extra	Freight	R. G. Duff	C. Cool	75	Beresford, N.B
" 17							Stephen Valley Mills, N.S
" 19	10 20	Extra	Way frt	J. F. Doyle			Kent Jct., N.B
" 23	15 00	Extra	Work train..	D. M. Bruce	Wm. McDougall	121	Union, N.S
" 23	15.00	Extra	Work train..	D. M. Bruce	Wm. McDougall	121	Union, N.S
" 28	9.10	Extra	Work train..	E. J. Campbell	A. McLean	70	Sydney Mines
" 29	19.06						Campbellton
Dec. 1	1.00	77	Passenger...	A. Calder			Stellarton
" 1	5.56	45	Passenger..	B. Walker	E. Ouellet	430	Riv. Ouelle Jct., Que.
" 3	1.20	10	Passenger..	G. W. Hopper			Near Anagance, N.B
" 7	17.20	33	Passenger..	A. Lagrace	Geo. Findlay	443	St. Hyacinthe
" 8	12.00		Shunter		A. McGrath	837	Halifax
" 14	20.25		Shunter	Wm. McGillivroy	W. Atkinson	1012	North Sydney
" 14	24 30		Shunter	C. H. Matthews.	E. Shirley	824	Campbellton
" 15	1 05	302	Passenger...	A. E. Logan	P. J. Ivory	1101	Nelson Hollow Bridge, N.B
" 22	9.00	29	Passenger...	G. L. Nixon	E. Doyle	11	Moncton
" 25	5.00	7	Passenger...	J. H. Hughes		23	near Breadalbane, P.E.I.
" 30	8 00	56	Passenger...	H. McDorman	R. A. Sutherland	109	Monastry, N.S
1915							
Jany. 2	17.05		Light engine		L. W. King	412	Truro, N.S.
" 13	23.10						Pictou, N.S.
" 16	24 00					1093	Newcastle, N.B
20	15.20	2	Passenger ..	T. Guinan	N. Sinclair	624	Proberts Crossing, N.S.
" 23	8 45	Extra	Way frt.	C. W. Lutes	P. O'Toole	153	Stewiacke, N.S
" 25	20.10		Light engine		J. Wall	406	Willow Park Jct.
" 20							St. Valier, Que.
" 29	2.47	33	Passenger..	J. Swetnam	O. McGinity	440	McLeod's Sdg, near Dalhousie Jct., N.B.
" 30	18.00		Shunter	H. Levy	J. Walsh	826	Halifax N. S.

Year ended March 31, 1915.—*Continued.*

Name of Person injured.	Whether passenger or employee.	Particulars of Accident.	Extent of injury.	Verdict.
W. B. Beaching.	Neither....	Standing too close to track, struck by engine.	Badly shaken up.....	
A. D. Irving...	Brakeman..	Fell over ties piled alongside of track.	Knee slightly injured..	
Dan J. Gillis...	Extra emp..	While cutting rail bolts, struck in the eye by piece of steel.	Eye injured.....	
Henry Sonier....	Mason.. ...	Rough shunting of boarding car	One rib broken and two bruised.	
Sinclair Malcolm	Neither...	Supposed to have been struck by train.	Concussion of brain.	
J. F. Doyle.....	Conductor..	Lifting car wheel.....	Back sprained..	
Stanley Hiltz..	Labourer...	Fingers caught between two rails..	Two fingers smashed...	
Harry Whooten.	Labourer...	Fingers caught between two rails.	Three fingers smashed....	
Michael Egan...	Labourer...	Cable slipped while ploughing ballast off cars.	Head badly cut.....	
J. Bourque..	Ticket clerk	Lighting pipe, celluloid shield over eyes caught fire.	Face badly burned.....	
Miss Marie McEachern.	Passenger...	Out on platform, lost balance and fell.	Face scratched and shoulder injured.	
A. Raymond....	Fireman...	Sprinkle hose on engine disconnected.	Leg scalded.....	
Wm. O'Brien....	Passenger...	Standing on car step, thrown off by lurch.	Bruised and shaken up	
F. Dieulesait....	Passenger...	Fell while getting off train.	Back injured....	
Jas. Leahey ...	Neither...	Struck by cars being shunted	Arm broken and foot injured.	
R. McNeil ...	Brakeman..	Fell from top of cars.	Leg crushed ..	
A. O. Ferguson..	Brakeman..	Left foot caught between drawbar	Foot crushed.	
Frank Sivoue...	Labourer...	Stepped from behind cars onto track and struck by engine....	Slightly injured	
W. A. McDougall	Neither..	Crossing track, struck by train ..	Head cut	
John McKenzie and wife.	Neither...	Driving over crossing, struck by train.	Fatal...	Railway exonerated.
John F. Gero....	Neither..	Attempting to board train in motion, fell between cars.	Fatal.	Railway exonerated.
Mrs. Melissa Nelson.	Neither.	Struck by engine while going over street crossing.	Cut on side of head	
George Walsh...	Watchman..	Raising steel door in freight shed,	Head cut	
Jas. Mann... ...	Hostler.....	Fell off engine tender while watering engine.	Head cut.	
Robert Fish ..	Passenger..	Insane, jumped off train....	Knee and forehead cut..	
John Morley..	Brakeman .	Stepped on rail, slipped and fell under wheels.	Right foot and ankle crushed.	
Chas. Aitkenhead.	Temporary trackman	Supposed to have been struck by engine.	Fatal....	No inquest.
Ed. Corriveau..	Station por	Working semaphore, lever slipped	Wrist broken ...	
Mrs. W. D. Ross	Passenger...	Train derailed..	Badly shaken up..	
Mrs. F. G. H. Starr.	Passenger...	Train derailed.. ..	Right foot cut, one stitch required, ankle bruised.	
Miss E. Gibson	Passenger...	Train derailed..	Left knee bruised	
Miss E. Elliott	Passenger ..	Train derailed..	Shaken up..	
A. A. Bartlett...	Passenger...	Train derailed.	Cheek cut and forehead bruised	
Mrs. A. A. Bartlett.	Passenger...	Train derailed.	Back strained .	
T. H. Melville..	Passenger...	Train derailed	Head slightly cut...	
Mr. Owthwaithe	Passenger...	Train derailed.	Badly shaken up..	
Geo. E Messer .	Passenger...	Train derailed..	Cut on right leg...	
J. Murphy.....	Passenger...	Train derailed..	Cut on right leg...	
Mr. Conway....	Passenger...	Train derailed..	Injured right side and back	
H. Levy.....	Brakeman..	Thrown from top of cars, caused by sudden application of brakes	Back and legs slightly injured.	

STATEMENT of Casualties for the Fiscal

Date.	Time of Day	No. of Train	Description of train.	Name of conductor.	Name of driver.	No. of Engine	Place of Accident.
1914							
Feb. 3	23.35	Extra	Freight....	B. Ripley	T. Jackson	201	Truro, N.S
" 5	3 10	75	Fast frt. . .	R. W. Orchard	E. Henderson....	278	Millstream, N.B....
" 11	17.30	Extra	Snow train..	E. R. Allanach	W. Savidont.....	812	Campbellton, N.B..
" 17	11 00	Extra	Freight. ..	E. Morin	G. Bergin. .	452	St. Lambert, P.Q. .
" 25	8 00	Matane.	Ry. train...	J. Bernier.		28	Mont Joli, P.Q.... ..
" 27	9 30		.....				Lakeside, N.B . ..
" 28	24.30	75	Fast frt. . .	Wm. McClafferty.	B. Ferguson	150	Brookfield, N.S. ..
Mar. 8	20 35	75	Fast frt	C. McWilliams	H. Casey..	274	near Bathurst, N.B.
" 8	21 40		.. ..				St. John, N.B...
" 20	14 00		. ..				Halifax, N.S. .....
" 24	18 40	17	Passenger...				Enfield, N.S.. .. ..
" 28	10 00	.... ..	....	.	.		Campbellton, N.B .
" 31	.. .	.....	.....	..		...	near Alton, N.S .

SESSIONAL PAPER No. 20

Year ended March 31, 1915.—*Continued.*

Name of Person injured.	Whether passenger or employee.	Particulars of Accident.	Extent of injury.	Verdict.
J. P. Guinan	Brakeman	Fell from top of caboose while entering cupola.	Shoulder injured	
R. W. Orchard.	Conductor	Train derailed and thrown about caboose.	Right hip and leg bruised.	
J. B. St. Pierre	Brakeman.		Arm bruised	
Fred Smith	Snow shoveller.	Fell between cars while train in motion.	Fatal	Accidental.
Alfred Arcand.	Brakeman	Leaning out of car steps, struck switch stand.	Back injured	
Octave Levesque.	Snow shoveller.	Working on track, struck by plough	Badly bruised	
C. McKiel	Batteryman	Collision between motor and hand car.	Badly shaken up	
Wm. Fleming	Batteryman		Right leg slightly injured	
George Woods.	Tresspasser.	Stealing ride on train, fell between cars.	Fatal	Railway exonerated.
Frank Hachey.	Neither.	Driving team on track, struck by train.	Slightly injured.	
P. J. Linkletter.	Yardman	Throwing switch, tripped and fell against switch target	Head cut.	
V. Lilly	Ashpitman.	Thumb caught in air hoist machinery.	Thumb injured	
Morton McDonald.	Neither	Supposed to be lying down on track intoxicated.	Leg cut off	
Phillip Gallie	Stm. boiler fireman.	Lifting board from bin, struck on hand by heavy piece of coal	Three fingers smashed	
Daniel McHugh.	Neither	Supposed stealing ride, fell off train.	Collar bone broken, face scratched and head cut.	

STATEMENTS OF THE COMPTROLLER AND TREASURER.

No. 1—INTERCOLONIAL RAILWAY.—CAPITAL ACCOUNT, UP TO MARCH 31, 1915.

1914.	Dr.	$ cts.	$ cts.	1914.	Cr.	$ cts.
Mar. 31.	To Cost of Intercolonial Railway to date		101,467,501 85	Mar. 31.	By Dominion of Canada	101,467,501 85
	Strengthen bridges	899,941 39				
	Increase accommodation and provide machinery, Halifax	18,183 09				
	Locomotive and car shops with equipment, Moncton	21,247 78				
	Sydney Mines diversion	4,044 85				
	Diversion of line and branch to wharf, Chatham	2,877 19				
	Increase accommodation at Truro	14,806 05				
	Surveys and inspection	95,752 83				
	Increase accommodation at Ste. Flavie	7,279 03				
	Improvements at Point Tupper	5,353 69				
	Increase accommodation at Fredericton	5,188 39				
	Improvements at Sussex	22,940 54				
	Rolling stock	2,519,998 50				
	General protection of highways	4,098 97				
	Diversion of line between Nelson and Derby Junction	82,952 01				
	Increased facilities and accommodation along the line	114,123 76				
	Increase water supply	11,444 47				
	Spur line to Courtenay bay, St. John	2,671 47				
	New terminal facilities, Halifax	1,327,203 52				
	Spur line, Pugwash harbour to Pugwash	21,071 79				
	Double tracking, Chaudière Jct. to St. Romuald	58,410 37				
	Additional facilities, Rivière-du-Loup	142 59				
	Docks and wharves, Halifax	449,075 34				
	Increase accommodation at St. John	3,280 61				
	Diversion of line between North Sydney and Leitches Creek	159,978 86				
	Installation of block system in connection with operation	45,364 45				
	Installation of telephone system in connection with operation	2,572 88				
	Electric equipment for charging electric-lighted cars, Halifax	928 33				
	Provide car ferry and dock for same, Mulgrave	3,440 40				
	Installation of roofing, Moncton	176 06				
	Subway and facilities, Hampton	576 55				

Increase facilities at divisional points, power plants	24,163 30					
Safety appliances	14,000 00					
Willow Park yard sewer, Halifax	265 93					
Original construction	800 00					
Elimination of level crossings and grades, Moncton	24,290 85					
Permanent wiring of engine houses	3,800 00					
Towards construction of railway, Dartmouth to Deans	623,953 00					
Increase facilities, Trenton	26 20					
Interlocking tower and plant, Aston Junction	41 15					
Anti-creepers and tie plates	32,000 00					
Raise grain conveyor, Halifax	9,270 67					
Pintsch gas equipment for charging cars	4,018 77					
Improve triple valves of Air Brakes	4,745 73					
Increased accommodation, Campbellton. Exchequer Court award	10,691 63					
Less—						
By Increased accommodation and facilities along the line (previous year's expenditure) old turntable	1,400 00	6,655,792 99	1915. Mar. 31	By Dominion of Canada		6,655,792 99
		108,123,294 84				108,123,294 84

S. L. SHANNON,
Comptroller and Treasurer.

E. & O. E., MONCTON, N.B.

No. 2—Intercolonial Railway—Revenue Account, Year ended March 31, 1915.

Working expenses.	$ cts.	$ cts.	Earnings.	$ cts.
Maintenance of way and structures	1,913,901 52		Passenger earnings	3,291,916 96
Add: Surplus for year transferred to Fire Renewal Account and debited to this account	36,465 08		Freight earnings	7,310,765 11
			Mail and Express earnings	704,908 60
		1,950,366 60	Miscellaneous earnings	137,282 47
Maintenance of equipment		2,301,884 48		
Traffic expenses		262,647 19		
Transportation expenses		6,595,906 57		
General expenses		327,568 30		
Balance	42,965 08			
Less:—Surplus transferred to Fire Renewal Account	36,465 08			
		6,500 00		
		11,444,873 14		11,444,873 14

S. L. SHANNON,
Comptroller and Treasurer.

E. & O. E., Moncton, N.B.

No. 3—Intercolonial Railway—Maintenance of Way and Structures, Year ended March 31, 1915.

	$ cts.
No. 1. Superintendence	106,310 94
" 2. Ballast	55,847 32
" 3. Ties	360,608 65
" 4. Rails	44,446 42
" 5. Other track material	120,247 33
" 6. Roadway and track	756,903 24
" 7. Removal of snow, sand, and ice	58,827 77
" 9. Bridges, trestles and culverts	56,224 84
" 10. Over and under grade crossings	494 99
" 11. Grade crossings, fences, cattle guards, and signs	38,799 31
" 12. Snow and sand fences, and snowsheds	1,344 73
" 13. Signals and interlocking plants	8,274 59
" 14. Telegraph and telephone lines	3,975 30
" 16. Buildings, fixtures and grounds	255,260 71
" 17. Docks and wharves	26,167 90
" 18. Roadway tools and supplies	18,353 46
" 22. Injuries to persons	1,190 29
" 23. Stationery and printing	11,933 60
" 25. Other expenses	454 53
" 26. Maintaining joint tracks, yards and other facilities. Dr.	34,719 73
	1,960,385 65
" 27. Maintaining joint track, yards and other facilities. Cr	10,019 05
	1,950,366 60

S. L SHANNON,
Comptroller and Treasurer.

E. & O. E., Moncton, N.B.

No. 4—Intercolonial Railway—Maintenance of Equipment, Year ended March 31, 1915.

	$ cts.
No. 28 Superintendence	89,943 80
" 29. Steam locomotives—Repairs	883,996 69
" 35. Passenger train cars—Repairs	372,743 97
" 38. Freight train cars—Repairs	782,308 28
" 44. Floating equipment—Repairs	8,211 70
" 47. Shop machinery and tools	65,512 74
" 49. Injuries to persons	2,149 44
" 50. Stationery and printing	12,432 87
" 51. Maintaining joint equipment at terminals. Dr	8,010 18
" 52. Other expenses	23,901 50
" 53. Work equipment—Repairs	52,673 31
	2,301,884 48

S. L. SHANNON,
Comptroller and Treasurer.

E. & O. E., Moncton, N.B.

No. 5—Intercolonial Railway—Traffic Expenses, Year ended March 31, 1915.

	$ cts.
No. 57. Superintendence	58,978 67
" 58. Outside agencies	121,131 54
" 59. Advertising	46,738 70
" 60. Stationery and printing	31,938 68
" 61. Traffic associations	3,788 46
" 65. Other expenses	71 14
	262,647 19

S. L. SHANNON,
Comptroller and Treasurer.

E. & O. E., Moncton, N.B.

No. 6—Intercolonial Railway—Transportation Expenses, Year ended March 31, 1915.

	$ cts.
No. 66. Superintendence	87,184 69
" 67. Despatching trains	198,870 22
" 68. Station employees	885,120 17
" 69. Weighing and Car Service Associations	1,560 70
" 72. Station supplies and expenses	123,226 63
" 73. Yardmasters and their clerks	60,646 37
" 74. Yard conductors and brakeman	233,740 37
" 75. Yard switch and signal tenders	17,269 28
" 76. Yard supplies and expenses	27,914 40
" 77. Yard enginemen	142,513 16
" 78. Enginehouse expenses—Yard	44,324 85
" 79. Fuel for yard locomotives	212,478 86
" 80. Water for yard locomotives	10,495 49
" 81. Lubricants for yard locomotives	2,261 82
" 82. Other supplies for yard locomotives	2,277 96
" 83. Operating joint yards and terminals. Dr.	136,762 18
" 86. Road enginemen	683,795 64
" 87. Enginehouse expenses—Road	330,949 05
" 88. Fuel for road locomotives	1,882,118 49
" 89. Water for road locomotives	68,647 53
" 90. Lubricants for road locomotives	25,822 32
" 91. Other supplies for road locomotives	22,271 93
" 94. Road trainmen	898,562 92
" 95. Train supplies and expenses	226,115 87
" 96. Interlockers, block and other signals—Operation	16,726 34
" 97. Crossing flagman and gateman	19,873 37
" 98. Drawbridge operation	3,021 82
" 99. Clearing wrecks	22,674 09
" 100. Telegraph and telephone—Operation	14,732 70
" 101. Operating floating equipment	57,163 53
" 103. Stationery and printing	92,661 84
" 105. Other expenses	39,204 35
" 106. Loss and damage—Freight	72,868 74
" 107. Loss and damage—Baggage	614 01
" 108. Damage to property	7,645 87
" 109. Damage to stock on right of way	5,553 25
" 110. Injuries to persons	12,647 59
" 111. Operating joint tracks. Dr.	14,043 87
	6,704,362 27
No. 84. Operating joint yards and terminals. Cr.	108,455 70
	6,595,906 57

S. L. SHANNON,
Comptroller and Treasurer.

E. & O. E., Moncton, N.B.

No. 7—INTERCOLONIAL RAILWAY—General Expenses, Year ended March 31, 1915.

	$ cts.
No. 113. Salaries and expenses of general officers	28,286 33
" 114. Salaries and expenses of clerks and attendants	135,266 44
" 115. General office supplies and expenses	3,695 45
" 116. Law expenses	18,908 32
" 118. Relief Department expenses	9,400 00
" 119. Pensions	93,012 27
" 120. Stationery and printing	22,521 51
" 121. Other expenses	16,477 98
	327,568 30

No. 8—INTERCOLONIAL RAILWAY—General Stores Account, Year ended March 31, 1915.

DR.	$ cts.	$ cts.	CR.	$ cts.	$ cts.
To Balance March 31, 1914		2,179,882 08	BY Issues during year ended March 31, 1915.	4,827,096 18	
Purchases during year ended March 31, 1915	4,726,185 99		Sales of Material—		
			Fuel, etc	139,193 96	
Charges from other Departments	649,921 20		Sales old material	333,548 32	
					5,299,838 46
Labour	71,167 75		BALANCE—		
Staff pay-rolls	51,925 66		Ordinary Stores, including fuel	1,410,366 06	
		5,499,200 60	Roadway and bridge material	968,878 16	
					2,379,244 22
		7,679,082 68			7,679,082 68

S. L. SHANNON,
Comptroller and Treasurer.

C. F. BURNS,
Auditor of Disbursements.

No. 9—Intercolonial Railway—General Balance, Year ended March 31, 1915.

Dr.	$ cts	$ cts	Cr.	$ cts	$ cts
To Cash	0 02		By Dominion of Canada	7,024,091 79	
General Stores	2,379,214 22		Intercolonial and Prince Edward Island Railway's Employees Provident Fund	376,826 29	
Station agents	167,522 84		Freight in Transit Account	5,740 56	
Receiver General, Provident Fund Account	1,400,769 98		Fire Renewal Account (Buildings, Fixtures and Grounds)	152,528 66	
Auditors Suspense Account	40,453 10				5,559,197 30
Cash in Transit Account	19,227 98				
Commissary Account	29,348 46				
Unclaimed freight	2,265 70				
Loss and damage freight—Suspense Account	10,648 01				
Rail Loan Account	61,324 04				
Commissary stock—Moncton restaurant	239 69				
Expenditure for road and equipment, Suspense Rolling stock	290,898 83				
		4,401,942 87			
To Individuals and Companies ledger			By Individuals and Companies Ledger		
Acadia Coal Co	227 70		Amherst Malleable Iron Co	40 42	
Alabama & Vicksburg Ry	1 29		Atlantic Sugar Refining Co	421 07	
Atlantic Coast Line	17 19		Beersville Coal & Ry. Co	216 20	
Armour Car Lines	22 24		Cumberland Ry. & Coal Co	65 75	
H. & A. Allan	32 15		Chatham Ry	0 07	
Aulac Station	16 76		Canadian Oil Co	72 35	
Atlantic and Lake Superior Ry	75 92		Colonial Granite Co	57 50	
Atlanta, Birmingham & Atlantic Ry	44 62		Canada Cement Co	2,319 12	
American Refrigerator Transit Co	2 95		Coldbrook Realty & Development Co	1,151 62	
Atchison, Topeka & Santa Fé Ry	24 34		Coldbrook Excelsior Works	238 76	
Ann Arbor Ry	2 44		Canadian Atlantic Coal Co	100 00	
Alabama Great Southern Ry	16 31		Dubs & Co	98 63	
Steamship *Amelia*	0 70		Dominion Express Co	4 93	
Austin Lumber Co	272 46		W. H. Duffy	288 85	
"Advocate," Newcastle	13 15		Elmsdale Co	1,190 18	
Canadian Allis Chalmers Co	765 14		T. E. Fernald & Co	223 50	
John Abrams Sons	1 50		Finch, Pruyn & Co	6,318 00	
Alabama, Tennessee & Northern Ry	0 22		G. B. Fenwick	15 00	
Arms Palace Horse Car Co	1 27		Grand Lake Lumber Co	383 00	
Aliquippa & Southern Ry	0 25		H. J. Garson & Co	3 53	
Boston & Maine Ry	471 53		Luther Goodspeed & Son	207 44	
John Bertram & Sons	15 23		Abner Gordon	161 79	
Baltimore & Ohio Ry	325 19		General Average Account	10 19	
Boston & Albany Ry	86 38		F. P. Gutelius	0 87	
Bangor & Aroostook Ry	2 18		L. E. Goodwin	15 00	
Buffalo, Rochester & Pittsburg Ry	109 83		Charles & Davison Hill	359 81	
Bessemer & Lake Erie Ry	2 67		T. A. Hurley	168 09	
Ovide Brouillard	92 09		International Harvester Co	41 98	
Bay of Quinté Ry	2 79		J. A. Kirkpatrick	248 50	
			I. Lord	13 15	
			W. S. Loggie & Co	39 77	
			La Cie Industrielle de Rimouski	222 92	
			Peter Lyall & Sons Construction Co	432 93	
			J. Lewis & Son	417 90	
			La Compagnie Fonderie & Machinery	91 10	

Bathurst Lumber Co.	9 40	
Belt Ry. of Chicago	2 30	
Brown Machine Co.	1 60	
Dan Brown Steamship Co.	125 70	
Samuel Baker	9 92	
D. J. Buckley	8 08	
L. V. Brenton	1 16	
Barrett Manufacturing Co	0 85	
Browning Co.	77 56	
Caraquet Ry.	13,559 85	
Canadian Express Co.	12,010 08	
Cape Breton Ry.	68 85	
Canadian Pacific Ry. General	47,070 60	
Charlottetown Steam Navigation Co.	46 25	
Canadian Pacific Ry., New Brunswick Division	41,202 72	
Central Vermont Ry.	337 77	
Coal & Coke Ry.	1 78	
Cumberland Railway & Coal Co.		
Canada Iron Corporation	1,473 78	
Canadian Northern Ry. System	1,775 13	
Cincinnati, Hamilton & Dayton Ry.	120 13	
Cleveland, Cincinnati, Chicago & St. Louis Ry.	76 62	
Canada Atlantic & Plant Steamship Line	91 01	
Chicago, Milwaukee & St. Paul Ry.	78 27	
Chicago, St. Paul, Minneapolis & Omaha Ry.	28 88	
Chicago & North Western Ry.	98 68	
Canadian Pacific Ry. Telegraph	4 81	
Canada Railway News Co.	51 48	
Chicago & Alton Ry.	127 31	
Cincinnati, New Orleans & Texas Pacific Ry.	56 15	
Chicago, Rock Island & Gulf Ry.	0 31	
Chicago, Burlington & Quincy Ry.	72 37	
Chicago Refrigerator Despatch Line	0 44	
Central Ry. of New Jersey	59 70	
Chesapeake & Ohio Ry.	224 86	
Colorado & Southern Ry.	0 06	
Cudahy Refrigerator Line	2 91	
Chicago & Eastern Illinois Ry.	6 65	
Canadian Locomotive Co.	82 59	
Cotton Belt Route	34 21	
Cavicchi & Pagano	155 70	
Chicago, New York & Boston Refrigerator Co.	53 57	
Chicago, Indianapolis & Louisville Ry.	10 59	
Chicago, Cincinnati & Louisville Ry.	1 26	
Chicago, Indiana & Southern Ry.	6 27	
Central New England Ry.	1 12	
Colchester Coal & Ry. Co.	369 35	
Cumberland Valley Ry.	0 10	
Carried forward	122,245 27	4,401,942 87

Nap. Mercier	11 50	
William H. Miller	87 50	
Miramichi Lumber Co.	136 67	
F. M. Murray	158 27	
H. H. Mckanson	1 00	
F. P. Mann	50 00	
D. H. McKay	94 55	
W. A. McKay & Co.	138 00	
McLean Milling Co.	505 08	
H. E. McArthur	198 10	
A. E. McAuley	15 00	
M. McMillan	15 00	
Nova Scotia Coal, Iron & Railway Co.	584 85	
Quebec Construction Co	51 44	
L. R. Ross	36 75	
Restigouche Lumber Co.	3 30	
Savoie & Co.	387 62	
Standard Clay Products	575 25	
Enoch Steeves	122 75	
Charles P. Stephen	78 50	
Stephen Brothers	169 32	
St. John Exhibition Association	115 00	
Wm. Stairs Son & Morrow	58 17	
Town of New Glasgow	80 00	
John A. Young	15 00	
		19,328 54
By Individuals and Companies Suspense Ledger—		
Cash Sales—General Storekeeper	372 91	
Canadian Pacific Ry.	2,935 14	
Fraserville Foundry Co	511 50	
International Ry. of New Brunswick	414 05	
Soper & McDougall	23 64	
		4,257 24
By Traffic Ledger—		
Atchison, Topeka & Santa Fé Ry—Coast Lines	1,637 60	
Armstrong Transfer Co.	37 50	
Atchison, Topeka & Santa Fé Ry.	1,915 99	
Baltimore & Ohio Ry.	24 69	
Boston & Albany Ry.	12 92	
Canadian Transfer Co., Toronto	0 22	
Canadian Transfer Co., Montreal	65 80	
Canadian Transfer Co., Ottawa	0 45	
Canada Atlantic & Plant Steamship Line	127 75	
Canadian Pacific Ry.	11,575 98	
Cape Breton Ry.	23 09	
Charlottetown Steam Navigation Co.	11 52	
Carried forward	15,433 51	5,582,783 08

No. 9.—Intercolonial Railway.—General Balance, Year ended March 31, 1915—*Continued.*

Dr.	$ cts.	$ cts.	Cr.	$ cts.	$ cts.
Brought forward	122,245 27	4,401,942 87	Brought forward	15,433 51	5,582,783 08
To Chicago, Rock Island & Pacific Ry	609 36		By Chicago, Rock Island & Pacific Ry	238 50	
Chicago Great Western Ry	4 93		Chicago, Burlington & Quincy Ry	332 92	
Chicago, Peoria & St. Louis Ry	12 85		Chicago Great Western Ry	12 50	
Cold Blast Transportation Co	18 62		Chicago & North Western Ry	135 54	
Copper Crown Co	45 13		Chicago, Milwaukee & St. Paul Ry	505 05	
Central of Georgia Ry	3 19		Chicago, Rock Island & Gulf Ry	182 48	
F. A. Cutting Car Co	3 44		Cincinnati, Hamilton & Dayton Ry	0 29	
Canada Foundry Co	441 75		Cumberland Ry. & Coal Co	105 90	
Customs Department	15 00		Central Ry. of New Jersey	1 59	
J. & A. Culligan	10 22		Chicago & Eastern Illinois Ry	4 13	
Cornwall & York Cotton Mills Co	11 37		Caraquet & Gulf Shore Ry	5 50	
Canada & Gulf Terminal Ry	9,518 13		William Cuthbertson	704 00	
Chicago Junction Ry	1 16		Cann Steamship Co	9 00	
Canadian Car & Foundry Co	256 00		Canadian Northern Ry. System	1,033 94	
Chaleur Bay Mills	224 54		Department of Marine & Fisheries	1,296 22	
Chicago, Terre Haute & Southeastern Ry	369 87		Duluth, South Shore & Atlantic Ry	440 46	
John J. Campbell	11 96		Dominion Atlantic Ry	295 51	
Carritte Patterson Co	10 71		Denver & Rio Grande Ry	130 22	
Colonial Coal Co	103 76		Eastern Steamship Co	184 10	
Canfield Tank Line	7 14		Elgin & Havelock Ry	29 86	
Cook Construction Co. & Wheaton Brothers	4,481 69		El Paso & South Western Ry	104 59	
Canadian Transfer Co	10 00		Elgin, Joliet & Eastern Ry	29 83	
Continental Lumber Co	265 36		Great Northern Ry	567 41	
John H. Crandall	9 36		Galveston, Harrisburg & San Antonio Ry	24 97	
Cameron & Fraser Co	17 71		Grand Trunk Pacific Coast Steamship Line	2 66	
Calder Fraser Co	7 10		Illinois Central Ry	89 50	
Department of Agriculture	121 26		Interprovincial Navigation Co	13 80	
Dominion Tar & Chemical Co	6 28		Indiana Harbour Belt Ry	97 50	
Department of Justice	128 27		International Ry. of New Brunswick	8 62	
Department of Public Works	1,164 49		Kansas City, Mexico & Orient Ry	21 20	
Department of Marine & Fisheries	160 52		Kansas City, Mexico & Orient Ry. of Texas	36 11	
Department of Militia & Defence	1,224 94		Lehigh Valley Ry	9 40	
Dominion Atlantic Ry	12,903 88		Levis Ferry Co	191 29	
Dominion Coal Co	81 89		Maine Central Ry	4,805 80	
Dominion Iron & Steel Co	948 84		Minneapolis, St. Paul & Sault Ste. Marie Ry	8 82	
Delaware & Hudson Ry	149 11		Steamship *Minto*	81 10	
Delaware, Lackawanna & Western Ry	43 55		Northern Pacific Ry	299 09	
Duluth, South Shore & Atlantic Ry	10 56		New York, New Haven & Hartford Ry	641 62	
Department of Interior	322 22		New Brunswick Coal & Ry	425 29	
Department Railways & Canals	82,933 14		National Transcontinental Railway	12,114 54	
Detroit & Mackinac Ry	2 91		Oregon Short Line	27 05	
Dominion Molasses Co	1 40		Pennsylvania R.R	24 45	
Dominion Bridge Co	2,660 27		Philadelphia & Reading Ry	2 95	

Detroit, Toledo & Ironton Ry	36 51	
Denver & Rio Grande Ry	2 61	
Alfred Dickie Lumber Co	86 45	
Detroit & Toledo Shore Line	100 04	
M. P. & J. T. Davis	66 58	
Department of Naval Service	6,224 00	
Duluth, Winnipeg & Pacific Ry	3 73	
Detroit Terminal Ry. Co	2 04	
Dominion Pulp Co	15 36	
Elgin & Havelock Ry	0 12	
Erie Ry	333 59	
Eastern Steamship Co	25 81	
El Paso & Southwestern Ry	0 75	
Eastern Car Co	7 59	
Eastern Trust Co	8,120 25	
Captain J. A. Farquhar	9 60	
Furness Withy Co	118 15	
Fraserville Foundry	519 25	
Freight Claim Agent	50 47	
Fort Smith & Western Ry	0 14	
Fruit Growers Express	14 06	
C. Fred Fawcett	605 56	
Fort Dodge, Des Moines & Southern Ry	2 02	
Fredericton & Grand Lake Coal & Ry. Co	1,031 68	
W. A. Fraser	16 97	
Fruit Despatch Co., of New York	0 83	
Florida East Coast Ry	1 42	
Frisco Refrigerator Line	17 44	
Ford Motor Co. of Canada	100 00	
Grand Trunk Ry	47,133 47	
General Storekeeper	10 46	
Galena Signal Oil Co	1,399 81	
Great North Western Telegraph Co	50 06	
Gulf, Colorado & Sante Fé Ry	0 20	
Great Northern Ry	249 03	
Georgia Southern & Florida Ry	51 63	
Grand Trunk Ry.—Suspense	98 75	
Georgia Ry	1 44	
Georgia & Florida Ry	12 66	
Gulf & Ship Island Ry	3 72	
Norton Griffiths Dredging Co	957 50	
General Car & Machinery Co	25 00	
Gloucester Lumber & Trading Co	7 51	
Halifax & South Western Ry	177,868 60	
Hampton & St. Martins Ry	542 12	
Hocking Valley Ry	2 97	
J. A. Harris	7 50	
W. C. Hunter	249 18	
Carried forwrad	487,766 78	4,401,942 87

Pacific Coast Steamship Co	41 00		
Quebec Oriental Ry	357 07		
Quebec Central Ry	172 67		
Reid Newfoundland Co	65 45		
Robert Reford Co	35 10		
San Pedro, Los Angeles & Salt Lake Ry	305 66		
Southern Pacific Co. (Pacific System)	897 69		
Southern Ry	1 25		
Spokane, Portland & Seattle Ry	79 63		
Steamship *Stanley*	60 07		
St. John & Quebec Ry	1,014 42		
Temiscouata Ry	61 13		
Thousand Islands Ry	0 12		
Union Pacific Ry	285 94		
Wheeling & Lake Erie Ry	48 98		
			44,134 99
By Car Service Ledger—			
Bristol R.R	0 50		
Detroit & Toledo Shore Line	4 30		
Evansville Suburban & Newburg Ry	0 15		
Fredericton & Grand Lake Coal & Ry Co	0 45		
Graselli Chemical Co	3 42		
Minneapolis, St. Paul & Sault Ste. Marie Ry	10 30		
Piedmont Ry.	4 05		
			23 17
By Rents Ledger—			
Edmund White	2 50		
William O. McAllister	5 67		
T. B. Cochrane	1 46		
Town of Pictou	1 00		
A. P. Monette	4 00		
Dos. L. LeBlanc	0 20		
Calder Fraser Co	1 00		
Atlantic Sugar Refining Co	1 00		
J. Cameron	0 25		
Estate Rufus Black	1 00		
George Lovett	1 00		
Price, Porritt Pulp & Paper Co	1 00		
Town of Fraserville	2 00		
Flavien & Odilon Gray	1 00		
			23 08
Carried forward			5,626,964 32

No. 9.—Intercolonial Railway.—General Balance, Year ended March 31, 1915 *Continued.*

Dr.	$ cts	$ cts	Cr.	$ cts.	$ cts
Brought forward	487,766 78	4,401,942 87	Brought forward		5,626,964 32
To Hood's Quarry Co	179 34				
Houston & Texas Central Ry.	32 53				
Hamilton Bridge Works Co.	734 51				
C. A. Hayes	25 28				
Hardwood Planing Mills	24 79				
Hibbard Construction Co	75 00				
Humphrey's Unshrinkable Underwear Co	18 76				
Inverness Ry. & Coal Co	235 26				
Intercolonial Coal Mining Co	47 95				
Intercolonial & Prince Edward Island Railways Employees' Relief and Insurance Association	351 34				
Illinois Central Ry	423 99				
Imperial Oil Co	152 92				
International & Great Northern Ry	1 85				
Intercolonial & Prince Edward Island Railways Employees' Provident Fund	728 30				
Indiana Harbor Belt Ry.	429 26				
International Engineering Works	440 27				
International Harvester Co.					
International Ry. of New Brunswick	11,632 63				
Illinois Terminal Ry.	0 28				
Jonesboro, Lake City & Eastern Ry.	14 18				
Kent Northern Ry.	6,918 69				
Kansas City Southern Ry	18 52				
Kansas City, Mexico & Orient Ry.	0 28				
Kingan Refrigerator Line	0 54				
Lotbiniere & Megantic Ry.	31 59				
Londonderry Iron & Mining Co	21,314 12				
Lehigh Valley Ry	62 72				
Louisville & Nashville Ry	13 79				
Lake Shore & Michigan Southern Ry	329 93				
Lake Erie & Western Ry	6 56				
Louisiana & North Western Ry.	0 14				
R. S. Low	96 10				
Lehigh & New England Ry.	0 87				
Lotbinière Lumber Co.	3 25				
Libby, McNeill & Libby Refrigerator Line	4 29				
Louisiana & Arkansas Ry.	0 41				
Thomas Lahey	26 06				
P. J. Lynch	30 00				
Louisiana Ry. & Navigation Co	5 48				
W. M. Leacy	124 30				
Moncton & Buctouche Ry	13,189 45				

Michigan Central Ry	363 08				
Maine Central Ry.	83 43				
John Murphy	0 25				
L. G. Morrissette	36 14				
Montreal Cotton & Wool Waste Co.	175 00				
Montmagny Light & Pulp Co	756 09				
Thomas Malcolm	4,742 75				
Missouri Pacific Ry	65 11				
Minneapolis, St. Paul & Sault Ste. Marie Ry	1,457 19				
Missouri, Kansas & Texas Ry	93 38				
Maritime Coal Ry. & Power Co.	60 00				
Metropolitan Steamship Co	31 88				
Miramichi Quarry Co	203 04				
Morgan's Louisiana & Texas Ry	43 09				
Mather Stock Car Co	14 86				
Minneapolis & St. Louis Ry	36 61				
Missouri River Despatch Transit Co.	1 51				
Morris & Co. Refrigerator Line	2 73				
Mobile & Ohio Ry	87 31				
Midland Valley Ry	1 65				
Millerton Station	333 73				
Montreal Locomotive Works	103 10				
J. T. Munro	11 91				
I. Matheson & Co.	31 86				
R. W. Mayer	17 92				
Fred Magee	20 00				
Manistee & North Eastern Ry	1 96				
Missouri & North Arkansas Ry	0 56				
Moncton Construction Co	190 00				
Mexico Northwestern Ry	0 54				
Roger Miller & Sons	17,922 51				
Maritime Bridge Co	77 89				
Miramichi Foundry & Machine Co.	14 79				
D. R. Morrison & Co	27 09				
Miller's Oil Refining Co	13 62				
John S. Metcalf & Co	71 43				
McLean Holt & Co	968 62				
Estate of H. F. McDougall	363 29				
E. D. McGrath	46 10				
Reid McManus	25 00				
E. H. McElmon	2 38				
Dan McNeil & Sons	25 83				
Nelson McDougall	75 00				
J. J. McDonald Estate	15 69				
J. M. McGrath	13 75				
John W. McNeill	2 30				
H. W. McLennan	2 30				
Alexander H. McSween	250 35				
Carried forward	574,876 33	4,401,942 87	Carried forward		5,626,964 32

No. 9.—INTERCOLONIAL RAILWAY.—General Balance, Year ended March 31, 1915—*Continued.*

DR.	$ cts.	$ cts.	CR.	$ cts.	$ cts.
Brought forward	574,876 33	4,401,942 87	Brought forward		5,626,964 32
To McDonald & McIntosh	44 00				
Estate of George McKean	190 25				
M. J. McLeod	17 50				
New Brunswick Coal & Railway Co	31 76				
New York Central Ry	1,057 30				
Newfoundland Ry	492 71				
New York, New Haven & Hartford Ry	736 50				
Northern Navigation Co	45 85				
New York, Chicago & St. Louis Ry	37 04				
Nova Scotia Steel & Coal Co	161 88				
New Brunswick & Prince Edward Island Ry	14,295 76				
Northern Pacific Ry	57 61				
National Despatch—Great Eastern Line	119 73				
New Brunswick Telephone Co	18 01				
Norfolk & Western Ry	85 17				
New Orleans & North Eastern Ry	0 41				
New York, Ontario & Western Ry	2 02				
National Labour Congress	446 40				
North Shore Ry	52 65				
New York, Susquehanna & Western Ry	2 68				
Northern New Brunswick & Seaboard Ry	214 54				
Norwood & St. Lawrence Ry	6 20				
New Brunswick Cold Storage Co	119 75				
Nashville, Chattanooga & St. Louis Ry	92 25				
New Orleans, Mobile & Chicago Ry	0 67				
New Orleans, Texas & Mexico Ry	1 26				
Nova Scotia Car Works	307 43				
Nova Scotia Carriage & Motor Car Co	20 43				
National Rys. of Mexico	985 82				
Nova Scotia Clay Works	274 54				
New Brunswick & Prince Edward Island Ry. (Operation Act)	4,289 39				
Opelousas, Gulf & North Eastern Ry	2 16				
Captain A. H. Olsen	35 00				
O'Brien & Doheny Co	138 22				
Post Office Department	178,921 66				
Prince Edward Island Railway	1,705 87				
Pullman Co	17 00				
Portland Rolling Mills	3,550 80				
Pennsylvania R. R	1,594 20				
Price Brothers	1,336 02				
Pittsburg, Cincinnati, Chicago & St. Louis Ry.	42 84				
Pennsylvania Co	508 93				

Père Marquette Ry	537 37	
Pittsburg & Lake Erie Ry	100 74	
Philadelphia & Reading Ry	163 64	
Pickford & Black	164 87	
Peoria & Pekin Union Ry	2 87	
Pittsburg, Shawmut & Northern Ry	0 72	
Pirie & Sinkevitz	13 55	
David Porter	45 69	
Pacific Fruit Express	53 65	
Preston Car & Coach Co	14 75	
W. J. Poupore Co	79 75	
E. Powers	3 15	
Paquet & Fils	57 57	
Pictou County Contractors Supply Co	2 44	
Pennsylvania Delaware Oil Co	4 56	
Peoria Ry. Terminal Co	0 06	
Quebec Central Ry	6,451 89	
Quebec, Montreal & Southern Ry	141 63	
Quebec & Lake St. John Ry	108 22	
Quebec & Levis Ferry Co	73 48	
Quebec Contracting Co	701 40	
Quebec Cartage & Transfer Co	12 90	
Rhodes Curry Co	12 36	
Rutland R. R	12 77	
Ryan & MacDonnell	2,736 29	
Rockingham Station	3 00	
Restigouche Hotel	13 00	
Reed Company, Limited	8 71	
Edouard Ruel	20 40	
Railway Automatic Car Co	61 40	
Renous Bridge Lumber Co	1 42	
Richmond, Fredericksburg & Potomac Ry	16 23	
Rood & McGregor	92 07	
Rock Island Southern Ry	308 50	
Swift Refrigerator Line	121 59	
Sherbrooke Tank Line	4 38	
Sackville Station	65 97	
Salisbury & Albert Ry	70,690 72	
Southern Pacific Ry	26 25	
Southern Ry	31 53	
St. Wenceslas Station	7 77	
Seaboard Air Line	37 76	
St. Louis & San Francisco Ry	53 16	
E. R. Stiles	7 50	
San Pedro, Los Angeles & Salt Lake Ry	1 08	
Shives Lumber Co	36 75	
St. Louis & Southern West Ry	19 63	
St. Joseph & Grand Island Ry	0 12	
Carried forward	870,061 80	4,401,942 87

Carried forward		5,626,964 32

No. 9.—Intercolonial Railway. General Balance, Year ended March 31, 1915—*Continued.*

Dr.	$ cts.	$ cts.	Cr.	$ cts.	$ cts.
Brought forward	870,061 80	4,401,942 87	Brought forward		5,626,964 32
To Ste. Monique Station	10 00				
Sumner Co	30 00				
Santa Fé Refrigerator Despatch	97 15				
Sussex Station	25 00				
James Stevenson	11 40				
St. Lawrence Bridge Co	24 25				
Shippers Refrigerator Car Co	0 15				
Swift & Co. (Siding Account)	3 69				
E. Sinclair Lumber Co	13 88				
St. John & Quebec Ry. Co	11,038 20				
J. B. Snowball Co	70 11				
C. E. Smith	327 31				
Soper & McDougall	470 56				
A. A. Sutherland	64 24				
St. Lawrence Pulp & Lumber Co	41 06				
Sackville Freestone Co	389 22				
R. B. Stewart	0 25				
Stockley & Co	6 51				
St. John & Quebec Ry. (Operation Account)	5,693 84				
Swedish-Canadian Lumber Co	1 20				
Temiscouata Ry	263 84				
Texas & Pacific Ry	20 77				
Toronto, Hamilton & Buffalo Ry	4 08				
Transcontinental Ry	27,361 98				
Wm. Thomson & Co	37 89				
Toledo, St. Louis & Western Ry.	70 84				
Toledo & Ohio Central Ry	5 11				
Texas & New Orleans Ry	1 40				
D. Tremblay	123 29				
F. M. Tweedie	49 90				
Toronto Construction Co	429 75				
Trinity & Brazos Valley Ry	76 46				
Terminal R.R. Association of St. Louis	31 24				
Texarkana & Fort Smith Ry	0 15				
Truro Engineering Works	577 66				
Vandalia Line	7 22				
Union Refrigerator Transit Co	29 23				
Union Pacific Ry	9 60				
Union Line	42 36				
Union Tank Line	9 45				
Virginia & South Western Ry	1 75				
François Vaillancourt	59 73				
Union Switch & Signal Co	8 42				

Union Construction Co.	1,347 24		
Van Buren Bridge Co.	21 30		
Wabash Ry.	814 09		
Western Union Telegraph Co.	76 23		
A. N. Whitman & Son	75 00		
Wallace Stone Quarry Co.	25 34		
Wabash Pittsburg Terminal Co.	3 28		
Western Maryland Ry.	58 99		
Wiggins Ferry Co.	7 36		
Wheeling & Lake Erie Ry.	33 58		
W. H. Weller	10 75		
Robert Wilson	30 57		
Western Ry. of Alabama	0 10		
White City Refrigerator Despatch	14 04		
Frank W. Wilson	2 72		
Western Pacific Ry.	3 43		
Waterloo, Cedar Falls & Northern Ry.	0 24		
S. H. White & Co.	343 29		
York & Carleton Ry.	21 60		
		920,488 06	
To Individuals and Companies Suspense Ledger—			
Cook Construction Co. & Wheaton Brothers	0 30		
Dominion Atlantic Ry.	49 80		
Department of Railways and Canals	1,132 11		
Dominion Coal Co.	16 59		
National Transcontinental Ry.	187 58		
New Brunswick & Prince Edward Island Ry.	233 15		
Prince Edward Island Ry.	215 04		
St. John & Quebec Ry.	1 10		
		1,835 67	
To Traffic Ledger—			
Acadia Coal Co.	1 08		
Boston & Maine Ry.	12,916 78		
Buffalo, Rochester & Pittsburg Ry.	1,295 72		
Boston & Yarmouth Steamship Co.	17 63		
Canadian Northern Ry.	85 91		
Central Vermont Ry.	5,123 87		
Chicago & Alton Ry.	2 31		
Cleveland, Cincinnati, Chicago & St. Louis Ry.	70 34		
Canadian Northern Quebec Ry.	438 70		
Canada & Gulf Terminal Ry.	767 80		
Cunard Steamship Line	39 55		
Consul General of France	65 40		
Consul General of Belgium	37 50		
Delaware & Hudson Ry.	34,747 19		
Dominion Steamship Line	7 29		
Dominion Coal Co.	31 33		
Department of Militia & Defence	21,968 91		
Carried forward	77,617 31	5,324,266 60	

Carried forward	5,626,964 32

No. 9.—Intercolonial Railway.—General Balance, Year ended March 31, 1915—*Continued.*

Dr.	$ cts.	$ cts.	Cr.	$ cts.	$ cts.
Brought forward	77,617 31	5,324,266 60	Brought forward		5,626,964 32
To Department of Labour & Commerce, U.S.A.	181 55				
Detroit & Toledo Shore Line	942 60				
T. A. S. DeWolfe & Son	23 00				
Dominion Iron & Steel Co	37,943 62				
Department of Agriculture, New Brunswick	100 00				
Department of Immigration	45 20				
Department of Naval Service	2,714 42				
Department of Agriculture, Ottawa	525 00				
Fredericton & Grand Lake Coal & Railway Co.	209 23				
Grand Trunk Ry	77,768 56				
Grand Trunk Pacific Ry	10,151 29				
Galt, Preston & Hespeler Ry	510 57				
Greenwich & Johnsonville Ry	259 96				
Grand Trunk Ry.—European Office	589 52				
Hamburg-American Steamship Line	7 63				
Inverness Ry. & Coal Co	499 96				
A. G. Jones & Co	9 50				
Lake Shore & Michigan Southern Ry	0 90				
Michigan Central Ry	2,914 03				
New York Central Ry	470 72				
Northern New Brunswick & Seaboard Ry	3,311 76				
New Brunswick & Prince Edward Island Ry	342 00				
Ocean Charges—St. John	5,524 38				
Ocean Charges—Halifax	11,667 46				
Ocean Charges—Montreal	174 55				
Prince Edward Island Ry	2,096 64				
Père Marquette Ry	3,209 98				
Pickford & Black	96 86				
Quebec, Montreal & Southern Ry	1,404 38				
Rutland Ry	11,180 01				
Russian-American Line	4 95				
Reid Newfoundland Co.—Suspense	23,479 90				
Salvation Army	320 10				
Salisbury & Albert Ry	116 65				
St. John River Steamship Line	1 50				
Temiskaming & Northern Ontario Ry	5 60				
Toronto, Hamilton & Buffalo Ry	982 35				
Toledo, St. Louis & Western Ry	394 01				
Wabash Ry	1,307 92				
		279,105 57			

To Car Service Ledger—					
Albany & Hudson Ry	4 25				
Atlantic & Western Ry	3 15				
Atlanta & St. Andrews Bay Ry	42 90				
Arkansas South Eastern Ry	9 45				
Buffalo & Susquehanna Ry	4 50				
Benwood & Wheeling Ry	1 35				
Buffalo & Susquehanna Ry. (New account)	0 45				
Buffalo & Susquehanna R.R	9 00				
Chicago, Cincinnati & Louisville Ry	137 25				
Cincinnati, Bluffton & Chicago Ry	11 25				
Canada & Gulf Terminal Ry	875 90				
Chicago, Anamosa & Northern Ry	8 10				
Cincinnati & Westwood Ry	3 20				
Cape Girardeau Northern Ry	4 50				
Canadian Northern Ry. System	61 40				
Dominion Atlantic Ry	790 25				
Dallas Terminal Ry. & Union Depot	0 10				
Durham & South Carolina Ry	0 45				
Elgin & Havelock Ry	285 20				
East Carolina Ry	2 05				
Greenville & Knoxville Ry	3 60				
Georgia & Florida Ry	17 10				
Huntingdon & Broad Top Mountain Ry	3 15				
International Ry. of New Brunswick	596 60				
Interstate R.R	1 80				
Jamestown, Chautauqua & Lake Erie Ry	45 50				
Jamestown, Westfield & North Western Ry	4 95				
Kanona & Prattsburgh Ry	2 70				
Kent Northern Ry	224 55				
Lake Terminal Ry	3 15				
Lehigh & New England Ry	13 05				
Liberty White Ry	6 75				
Lorain, Ashland & Southern Ry	59 70				
Muscatine North & South Ry	9 90				
Mississippi River & Bonne Terre Ry	1 80				
Maryland & Pennsylvania Ry	3 60				
Missouri, Oklahama & Gulf Ry	42 30				
McKeesport Connecting Ry	0 90				
New York Central Lines	5,703 05				
Newburgh & South Shore Ry	5 85				
Natchez & Southern Ry	0 45				
National Transcontinental Ry	6,376 82				
Northern New Brunswick & Seaboard Ry	367 65				
New Jersey & Pennsylvania Ry	13 95				
New Brunswick & Prince Edward Island Ry	157 40				
Pittsburg & Susquehanna Ry	4 05				
Carried forward	15,925 02	5,603,372 17	Carried forward		5,626,964 32

No. 9.—Intercolonial Railway.—General Balance, Year ended March 31, 1915—*Continued.*

Dr.	$ cts.	$ cts.	Cr.	$ cts.	$ cts.
Brought forward	15,925 02	5,603,372 17	Brought forward		5,626,964 32
To Rutland R.R	365 15				
Register & Glenville Ry	1 75				
Randolphe & Cumberland Ry	10 50				
Salisbury & Albert Ry	122 45				
St. Louis & San Francisco Ry	30 30				
St. Louis, San Francisco & Texas Ry	8 45				
Savannah & Statesboro Ry	0 90				
St. John & Quobec Ry	134 50				
Temiskaming & Northern Ontario Ry	4 50				
Terminal R. R. Association of St. Louis	173 45				
Trinity & Brazos Valley Ry	26 15				
Toledo & Western Ry	13 50				
Valdosta, Moultrie & Western Ry	1 35				
Wabash, Chester & Western Ry	20 70				
White River R.R	0 90				
		16,839 57			
To Rents Ledger—					
Newfoundland Ry	1,341 66				
Post Office Department	6 25				
Oliver Geldart	5 67				
H. Embree	5 67				
J. M. O'Brien	1,214 58				
William Barrie	53 67				
Canadian Pacific Co	645 80				
Post Office Department	37 50				
Steamer *Granville*	56 25				
Mrs. Ryan	70 90				
Mrs. Margaret McFarlane	3 00				
Albert Gunn	8 00				
James Elliott	152 00				
George Taylor	5 00				
George & Ed. Couture	8 34				
P. Robitaille	75 00				
Canadian Express Co	12 00				
Canadian Northern Steamship Co	8 00				
Department Militia and Defence	206 45				
Maple Leaf Telephone Co., Ltd	10 00				
H. H. Blackadar	5 00				
Adamsville Telephone Co	2 00				
Antigonish & Sherbrooke Telephone Co	2 50				
E. H. McElmon	2 00				

City of Sydney	1 00	
Joseph Cote	26 00	
David Rouleau	24 00	
Emile St. Laurent	233 00	
Louis Boisvert	6 00	
Malcolm Samson	8 00	
C. Veilleux	40 00	
N. Lamontagne	7 50	
Dame C. W. Carrier	264 00	
Oliver Gingras	66 00	
Misses Camire	12 00	
Maurice Camire	11 00	
Mrs. J. Atkinson	110 00	
Mrs. L. Roberge	120 00	
James Cloutier	44 00	
George Cloutier	44 00	
Frank Cloutier	9 00	
A. Begin	221 00	
Jean Lamonthe	58 50	
Atlantic Lumber Co	1 00	
Hiram D. McLean	2 00	
Hiram D. McLean	15 00	
Miramichi Lumber Co	5 00	
James Comeau	20 80	
George A. Mason	15 00	
Arthur S. Comeau	5 00	
City of Sydney	1 00	
J. A. R. Weir	12 00	
Spencer Brothers & Turner	10 00	
Mrs. Agnes Weir	3 00	
Thomas Sharpe	4 00	
J. W. Campbell	1 00	
John R. Stewart	1 50	
William Young	8 00	
Mrs. M. Bourgoin	1 00	
Estate Patrick McCourt	1 00	
James E. Kelly	4 00	
John Roach	1 00	
M. McLean	15 00	
I. Matheson & Co	1 00	
Arthur W. Moffatt	1 00	
Estate H. F. McDougall	6 00	
Town of Shediac	1 00	
LeClaire & Daigle	2 00	
D. Henry Goodwin	1 00	
W. R. Steeves	0 79	
G. W. White	3 75	
Carried forward	5,384 18	5,620,211 74

Carried forward		5,626,964 32

No. 9.—INTERCOLONIAL RAILWAY.—General Balance, Year ended March 31, 1915.—*Concluded.*

DR.	$ cts.	$ cts.	CR.	$ cts.	$ cts.
Brought forward	5,384 18	5,620,211 74	Brought forward		5,626,964 32
To B. N. T. Underhill	5 00				
Archibald Fraser	2 00				
H. McH. Hart	45 00				
City of Sydney	1 00				
Simeon Fortin	3 00				
William R. Wilson	1 00				
I. B. Shaffner & Co.	5 00				
Ralph W. Eastwood	10 00				
Ernest O. Dufault	10 00				
		5,466 18			
To Advances—					
H. M. Stevens	5 06				
A. R. Smith	20 00				
A. M. McLellan	16 65				
T. W. Butler	276 96				
J. K. McGrath	31 85				
C. Coulombe	57 52				
C. A. Lowe	13 36				
W. J. Hughes	25 00				
W. C. Chalmers	20 00				
A. D. Gunn	20 00				
Protonotary of the Superior Court, District of Kamouraska	800 00				
		1,286 40			
		5,626,964 32			5,626,964 32

E. & O. E.,

MONCTON, N.B.

S. L. SHANNON,

Comptroller and Treasurer.

No. 10—INTERCOLONIAL RAILWAY—Statement of Receipts and Expenses, Year ended March 31, 1915.

Expenses.		Receipts.	
	$ cts.		$ cts.
Maintenance of way and structures...	1,950,366 60	Received from Parliamentary appropriations on account of Intercolonial Railway working expenses through the Department of Railways and Canals.....	11,438,373 14
Maintenance of equipment.....	2,301,884 48	Cash received for sale of old rolling stock.....	30,134 68
Traffic expenses.....	262,647 19	Amount transferred to Capital Rolling Stock Account, 1914-15.....	875,943 18
Transportation expenses.....	6,595,906 57	Difference between the earnings of the year 1914-15 and the total amount of expenditure for the year, less the amount paid by department at Ottawa for compassionate allowances credited to Fire Renewal Account.....	36,465 08
General expenses.....	327,568 30	Balance at credit of Fire Renewal Account at April 1, 1914.....	156,272 96
Balance at debit of Equipment Renewal Account at April 1, 1914...	823,265 69	Balance at credit of Rail Renewal Account at April 1, 1914.....	236,582 79
Amount expended for renewal of rolling stock.....	82,812 17		
Amount expended for renewal of rails	263,961 83		
Amount expended for renewal of buildings.....	12,820 34		
	12,621,233 17		
Balance—			
Fire Renewal Account.....	152,538 66		
	$12,773,771 83		$12,773,771 83

E. & O. E., MONCTON, N.B.

S. L. SHANNON,
Comptroller and Treasurer.

No. 11—Intercolonial Railway—Equipment Renewal Account.

	$ cts.	$ cts.
On the 1st April, 1914, there was a balance to the debit of the Equipment Renewal Account of	823,265 69	
During the year ended March 31, 1915, there was charged to the above account:—		
57 box cars	68,775 00	
Cost of inspection of box cars during the year ended March 31, 1915	330 75	
Labour and material, converting 3 box cars into stock cars, Moncton shops	1,772 98	
Labour, converting box cars into platform cars, Moncton shops	306 00	
Labour and material, remodelling car "Dufferin" into official car, Moncton shops	1,949 39	
Material, 20 box baggage cars under construction, Moncton shops	4,845 42	
Value of freight cars destroyed at Campbellton, July 11, 1911. These cars were replaced	4,800 00	
Cost of analysis of steel axle drillings	30 00	
Cost of analysis of steel axle, passenger cars	2 50	
Express charges on parcel from Kingston, Ont	0 13	
During the year ended March 31, 1915, there was credited to the Equipment Renewal Account:—		
Cash received from sale of old rolling stock		30,134 68
Transfer to Capital Rolling Stock Account 1914–15 for—		
8 first class passenger cars, paid for in 1913–14		132,688 00
100 Hart convertible cars, paid for in 1913–14		128,912 00
8 box cars, paid for in 1913–14		4,860 00
89 box cars, paid for in 1913–14		107,690 00
143 box cars, paid for in 1913–14		173,030 00
Freight cars to amount of		290,898 83
20 caboose cars and cost of inspecting same		37,864 35
	906,077 86	906,077 86

S. L. SHANNON,
Comptroller and Treasurer.

E. & O. E., Moncton, N.B.

No. 12.—Intercolonial Railway—Rail Renewal Account.

On April 1, 1914, there was a balance to the credit of Rail Renewal Account of	$236,582 79
Amount transferred from Fire Renewal Account	27,379 04
	$263,961 83
There has been charged during the year against the above amount	263,961 83

S. L. SHANNON,
Comptroller and Treasurer.

E. & O. E., Moncton, N.B.

No. 13—Intercolonial Railway—Fire Renewal Account.

On April 1, 1914, there was a balance to the credit of Fire Renewal Account of		$156,272 96
During the year ended March 31, 1915, there was credited to Fire Renewal Account, the difference between the earnings of the year 1914-15 and the total amount of the expenditure for the year, less the amount paid by the department at Ottawa for compassionate allowances		36,465 08
		$192,738 04
There has been charged during the year against the above amount	$12,820 34	
Debit balance of Railway Renewal Account at February 28, 1915, charged to this account	27,379 04	
		40,199 38
		$152,538 66

S. L. SHANNON,
Comptroller and Treasurer.

E. & O. E., Moncton, N.B.

No. 14—Intercolonial Railway—Statement of Cash Received, Year ended March, 31, 1915.

Dr.	$ cts.	Cr.	$ cts.
To Balance on hand April 1, 1914	6 20	By amounts deposited to the credit of the Honourable Receiver General of Canada during the year ended March 31, 1915	13,812,155 30
Amounts received during year and credited as follows:—		Leaving a balance on hand at March 31, 1915, made up as follows:—	
Station Agents 8,576,421 48			0 02
Traffic Ledger 2,868,365 66			
Car Service Ledger 483,673 34			
Individuals and Companies Ledger 1,844,755 32			
General Ledger 15,724 32			
Rents Ledger 23,209 00			
	13,812,149 12		
	$13,812,155 32		$13,812,155 32

S. L. SHANNON,
Comptroller and Treasurer.

E. & O. E., Moncton, N.B.

INTERCOLONIAL RAILWAY—Statement of Averages, Year ended March 31, 1915.

Mileage of railway		1,448·82
Engine mileage		9,127,205
Total train mileage		7,532,678
Total car mileage		110,767,770
Total gross earnings	Dollars.	11,444,877 14
Total working expenses	"	11,438,373 14
Ratio of earnings to gross earnings:—		
Revenue from transportation	Per cent.	98.80
Revenue from operations other than transportation	"	1.20
Gross earnings per mile of railway	Dollars.	7,899.44
" engine mile	"	1.25
" train mile	"	1·52
" car mile	Cents.	10.33
Ratio of expenses to gross earnings:—		
Maintenance of way and structures	Per cent.	17.04
Maintenance of equipment	"	20.11
Traffic expenses	"	2.30
Transportation expenses	"	57.63
General expenses	"	2.86
Expenses per train mile:—		
Maintenance of way and structures	Cents.	25.89
Maintenance of equipment	"	30.56
Traffic expenses	"	3.49
Transportation expenses	"	87.56
General expenses	"	4.35
Total per train mile	"	151·85
Expenses per mile of railway:—		
Maintenance of way and structures	Dollars.	1,346 18
Maintenance of equipment	"	1,588 80
Traffic expenses	"	181 28
Transportation expenses	"	4,552 61
General expenses	"	226 09
		$7,894 96
Locomotive and car repairs, per locomotive and car:—		
Locomotives, 392		$2,255·09
Passenger cars, 505		738.11
Freight cars, 14,065		55.62

S. L. SHANNON,
Comptroller and Treasurer.

E. & O. E., MONCTON, N.B.

INTERCOLONIAL RAILWAY—Comparative Statement of principal revenue-producing freight over the Intercolonial Railway in 1913-14 and 1914-15.

Description.	Year ended March 31 1914.	Year ended March 31 1915.
	Tons.	Tons.
Products of Agriculture—		
Grain	160,489	127,460
Flour	196,092	237,444
Potatoes	52,688	39,609
Hay	62,872	83,491
Apples, fruits and vegetables	24,561	31,260
Other mill products	54,076	87,759
Other products of agriculture	11,383	9,490
Cotton	6,498	3,014
Products of Animals—		
Hogs and horses	9,586	20,119
Sheep and cattle	15,672	17,498
Lambs	1,749	1,187
Dressed meats	10,899	13,839
Poultry and game	643	378
Fish	34,835	38,813
Oysters and clams	3,423	2,140
Wool	3,042	4,109
Hides and leather	10,189	9,364
Other packing house products	37,701	23,086
Products of Mines—		
Coal and coke	1,305,047	1,121,754
Ore	75,861	9,221
Sand stone, etc	194,126	219,604
Salt	10,082	11,856
Slate and granite	1,709	6,085
Phosphate	19,963	18,922
Other products of mines	27,420	8,573
Products of Forests—		
Lumber	748,289	610,208
Bark	14,855	14,242
Cordwood	45,839	39,837
Pulpwood	289,865	273,919
Woodpulp	36,355	34,337
Shingles	65,913	53,873
Other forest products	146,350	104,174
Manufactures—		
Petroleum and oils	26,984	39,907
Sugar	66,785	68,008
Iron and steel rails	143,501	73,275
Iron, pig and bloom	111,335	33,429
Wire rods	19,876	9,854
Steel billets	80,766	37,102
Other castings and machinery	74,059	65,457
Bar and steel metals	86,922	53,514
Brick, lime and cement	139,702	126,730
Agriculture implements	10,689	10,924
Furniture	13,202	9,783
Immigrants' effects	4,031	3,678
Miscellaneous	831,816	720,676
	5,287,740	4,529,002

S. L. SHANNON,
Comptroller and Treasurer.

W. H. ESTANO,
Auditor of Traffic.

INTERCOLONIAL RAILWAY—Statement showing quantity of the undermentioned articles carried over the Intercolonial Railway during Fiscal Year ended March 31, 1915.

Articles.	Via Montreal.	Via Ste. Rosalie	Via St. John.	Local Stations.	Total.
	Tons.	Tons.	Tons.	Tons.	Tons.
Raw sugar, westbound	1,998	2,053	.....	5,894	9,945
Refined sugar, westbound	11,331	10,333	861	30,399	52,924
European freight, westbound, via Halifax	6,922	4,356	52	25,600	36,930
European freight, westbound, via St. John	7,144	391	.....	14,156	21,691
European freight, eastbound, via Halifax	29,297	17,560	15,200	*107,851	169,908
European freight, eastbound, via St. John	21,401	512	.....	*46,523	68,436
	Bush.	Bush.	Bush.	Bush.	Bush.
Grain for export, via Halifax	462,649	.....	397,239	.....	859,888
Grain for export, via St. John	658,524	.....	.....	.....	658,524
	Tons.	Tons.	Tons.	Tons.	Tons.
Fresh fish	3,746	2,183	1,180	9,904	17,013
Salt fish	6,771	2,549	452	9,246	19,018
Coal	.....	.....	50	1,083,492	1,083,542

*Includes lumber exported via Halifax, 78,355, via St. John, 43,625.

S. L. SHANNON,
Comptroller and Treasurer.

W. H. ESTANO,
Auditor of Traffic.

INTERCOLONIAL RAILWAY—Descriptive Statement of Freight transported during the year ended March 31, 1915.

Articles.	Number.	Tons.
Barrels flour	2,374,440	237,440
Bushels grain	5,011,840	127,460
Live stock	163,800	38,804
Sup. feet lumber	558,730,900	768,255
Coal and other fuel	.....	1,161,591
Manufactured goods	.....	743,328
All other articles	.....	1,452,124
	.....	4,529,002

S. L. SHANNON,
Comptroller and Treasurer.

W. H. ESTANO,
Auditor of Traffic.

SESSIONAL PAPER No. 20

INTERCOLONIAL RAILWAY—Statement of Coal shipped over the Intercolonial Railway during the Fiscal Year ended March 31, 1915.

From.	Via St. John.	Via Ste. Rosalie	Via Montreal.	For Local Stations.	Total.
	Tons.			Tons.	Tons.
Stellarton	50			387,660	387,710
Westville				23,408½	23,408½
New Glasgow				235	235
Point Tupper				97,488	97,488
North Sydney				13,821½	13,821½
Sydney Mines				65,592	65,592
Sydney				17,787	17,787
Springhill Junction				184,844	184,844
Maccan				206,018	206,018
Norton				2,564	2,564
Harcourt				5,106	5,106
McGivneys				12,613	12,613
Other stations				66,355	66,355
	50			1,083,492	1,083,542

S. L. SHANNON,
Comptroller and Treasurer.

W. H. ESTANO,
Auditor of Traffic.

INTERCOLONIAL RAILWAY—Statement of Receipts.

Month.	Passenger.	Freight Traffic.	Mails and Sundries.	Total Revenue.
1914.	$ cts.	$ cts.	$ cts.	$ cts.
April	296,459 71	684,113 06	88,947 62	1,069,520 39
May	262,568 32	642,690 55	47,666 36	952,925 23
June	317,151 69	628,603 84	89,674 80	1,035,430 33
July	394,784 12	665,970 64	55,914 14	1,116,668 90
August	388,556 08	589,823 18	59,162 37	1,037,541 63
September	323,870 94	652,333 95	94,353 54	1,070,558 43
October	254,240 94	605,048 84	68,381 90	927,671 68
November	200,071 06	562,125 60	68,966 04	831,162 70
December	242,205 91	540,203 01	89,211 90	871,620 82
1915.				
January	198,451 31	493,962 63	72,033 72	764,447 66
February	200,798 54	566,019 72	54,144 35	820,962 61
March	212,758 34	679,870 09	53,734 33	946,362 76
1914-1915	3,291,916 96	7,310,765 11	842,191 07	11,444,873 14
1913-1914	3,674,878 75	8,469,590 33	734,079 92	12,878,549 00

S. L. SHANNON,
Comptroller and Treasurer.

W. H. ESTANO,
Auditor of Traffic.

INTERCOLONIAL RAILWAY—Freight Statement.

Month.	Local.		Through.		Total.	
	Tons.	Mileage.	Tons.	Mileage.	Tons.	Mileage.
1914.						
April	278,175	42,371,351	142,707	58,727,751	420,882	101,099,112
May	267,372	46,130,030	115,908	52,970,751	383,280	99,100,781
June	269,093	46,618,584	105,818	46,683,182	374,911	93,301,766
July	310,653	48,232,740	108,375	55,456,348	419,028	103,689,088
August	280,158	47,073,173	89,409	44,976,367	369,567	92,049,540
September	331,108	50,902,067	104,889	54,371,485	435,997	105,273,552
October	271,041	38,779,090	104,568	52,233,510	375,609	91,012,600
November	100,736	47,927,744	234,192	44,726,100	334,928	92,653,844
December	196,928	40,512,982	127,234	58,644,780	324,162	99,157,762
1915.						
January	192,184	32,327,028	127,568	49,650,658	319,752	81,977,686
February	213,966	37,047,623	135,695	52,844,144	349,661	89,891,767
March	272,305	45,805,440	148,920	63,222,930	421,225	109,028,370
1914-1915	2,983,719	523,727,852	1,545,283	634,508,016	4,529,002	1,158,235,868
1913-1914	3,783,578	707,512,447	1,504,162	715,229,856	5,287,740	1,422,742,303

S. L. SHANNON,
Comptroller and Treasurer.

W. H. ESTANO,
Auditor of Traffic.

INTERCOLONIAL RAILWAY—Passenger Statement.

Month.	Local.		Through.		Total.	
	Number.	Mileage.	Number.	Mileage.	Number.	Mileage.
1914.						
April	290,090	9,351,462	30,709	10,545,337	320,799	19,896,799
May	281,551	9,314,785	22,658	5,168,210	304,209	14,482,995
June	298,829	11,717,970	22,019	4,462,367	320,848	16,180,337
July	382,713	15,000,535	32,521	5,397,984	415,234	20,398,519
August	342,310	12,746,595	33,482	7,164,031	375,792	19,910,626
September	297,919	11,497,632	28,273	5,324,437	326,192	16,821,469
October	255,102	9,090,015	23,152	3,636,781	278,254	12,726,796
November	221,991	7,828,672	15,058	2,655,902	237,049	10,484,574
December	271,646	10,015,618	17,318	2,765,231	288,964	12,780,849
1915.						
January	238,197	7,419,888	14,552	2,978,878	252,749	10,398,766
February	209,193	7,663,521	11,101	2,161,201	220,294	9,824,722
March	259,073	8,062,486	13,914	4,220,811	272,987	12,283,297
1914-1915	3,348,614	119,708,579	264,757	56,481,170	3,613,371	176,189,749
1913-1914	3,637,482	127,423,098	346,029	85,372,198	3,983,511	212,795,296

S. L. SHANNON,
Comptroller and Treasurer.

W. H. ESTANO,
Auditor of Traffic.

PRINCE EDWARD ISLAND RAILWAY—Capital Account, Year ended March 31, 1915.

	Dr.	$ cts.	$ cts.		Cr.	$ cts.
1914.				1914.		
Mar.31	To cost of P. E. I. Ry. to date.....	.....	8,920,369 01	Mar. 31	By Dominion of Canada.	8,920,369 01
1915.						
Mar.31	To Car ferry, etc....	566,613 63				
	Original construction....	222 40				
	Increased accommodation and facilities along the line.....	3,694 67	570,530 70	1915. Mar. 31	By Dominion of Canada.	570,530 70
			9,490,899 71			9,490,899 71

S. L. SHANNON,
Comptroller and Treasurer.

E. & O. E., MONCTON, N.B.

PRINCE EDWARD ISLAND RAILWAY—Revenue Account, Year ended March 31, 1915.

Expenditure.	$ cts.	Earnings.	$ cts.
Maintenance of way and structures..	166,097 82	Passenger.....	184,416 25
Maintenance of equipment.....	96,766 48	Freight.....	187,622 15
Traffic expenses.....	9,891 17	Mails and express.....	30,488 27
Transportation expenses.....	306,471 43	Miscellaneous.....	12,968 77
General expenses.....	19,000 07		415,495 44
		Balance.....	182,731 53
	598,226 97		598,226 97

S. L. SHANNON,
Comptroller and Treasurer.

E. & O. E., MONCTON, N.B.

PRINCE EDWARD ISLAND RAILWAY—Maintenance of Way and Structures, Year ended March 31, 1915.

		$ cts.
No. 1.	Superintendence	10,994 09
2.	Ballast	7,521 35
3.	Ties	28,680 29
4.	Rails	402 61
5.	Other track material	3,913 54
6.	Roadway and track	73,271 29
7.	Removal of snow, sand and ice	5,218 11
9.	Bridges, trestles, and culverts	1,321 99
11	Grade crossings, fences, cattle guards, and signs	8,330 96
12.	Snow and sand fences, and snow sheds	3,111 24
13.	Signals and interlocking plants	322 86
14.	Telegraph and telephone lines	287 73
16.	Buildings, fixtures, and grounds	15,755 41
17.	Docks and wharves	4,254 34
18.	Roadway tools and supplies	2,199 87
22.	Injuries to persons	8 44
23.	Stationery and printing	503 70
		166,097 82

S. L. SHANNON,
Comptroller and Treasurer.

E. & O. E., MONCTON, N.B.

PRINCE EDWARD ISLAND RAILWAY.—Maintenance of Equipment, year ended March 31, 1915.

		$ cts.
No. 28.	Superintendence	8,248 26
29.	Steam locomotives—Repairs	40,185 09
35.	Passenger train cars—Repairs	19,956 43
36	Passenger train cars—Renewals	333 11
38.	Freight train cars—Repairs	20,951 97
47.	Shop machinery and tools	2,957 62
48.	Power plant equipment	66 94
49.	Injuries to persons	31 27
50.	Stationery and printing	441 34
52.	Other expenses	2,107 25
53.	Work equipment—Repairs	1,487 20
		96,766 48

S. L. SHANNON,
Comptroller and Treasurer.

E. & O. E., MONCTON, N.B.

PRINCE EDWARD ISLAND RAILWAY.—Traffic expenses, year ended March 31, 1915.

		$ cts.
No. 57.	Superintendence	2,890 41
58.	Outside agencies	5,416 03
59.	Advertising	812 25
60.	Stationery and printing	772 48
		9,891 17

S. L. SHANNON,
Comptroller and Treasurer.

E. & O. E., MONCTON, N.B.

PRINCE EDWARD ISLAND RAILWAY.—Transportation Expenses, year ended March 31, 1915.

		$ cts.
No. 66.	Superintendence	4,945 71
67.	Despatching trains	5,241 30
68.	Station employees	76,708 49
72.	Station supplies and expenses	8,858 89
73.	Yardmasters and their clerks	3,497 09
74.	Yard conductors and brakemen	7,488 20
76.	Yard supplies and expenses	115 26
77.	Yard enginemen	8,709 94
78.	Enginehouse expenses—Yard	216 63
79.	Fuel for yard locomotives	6,019 74
80.	Water for yard locomotives	202 50
81.	Lubricants for yard locomotives	119 51
82.	Other supplies for yard locomotives	95 21
86.	Road enginemen	32,856 51
87.	Enginehouse expenses—Road	13,106 51
88.	Fuel for road locomotives	61,547 87
89.	Water for road locomotives	2,288 86
90.	Lubricants for road locomotives	1,331 82
91.	Other supplies for road locomotives	924 99
94.	Road trainmen	49,097 91
95.	Train supplies and expenses	10,135 72
96.	Interlockers, block and other signals—Operation	170 73
97.	Crossing flagman and gateman	670 21
98.	Drawbridge operation	683 02
99.	Clearing wrecks	567 08
100.	Telegraph and telephone—Operation	325 95
103.	Stationery and printing	8,853 61
105.	Other expenses	8 00
106.	Loss and damage—Freight	929 42
107.	Loss and damage—Baggage	50 00
108.	Damage to property	254 65
109.	Damage to stock on right of way	341 66
110.	Injuries to persons	108 44
		306,471 43

S. L. SHANNON,
Comptroller and Treasurer.

E. & O. E., MONCTON, N.B.

PRINCE EDWARD ISLAND RAILWAY.—General Expenses, year ended March 31, 1915.

		$ cts.
No. 113.	Salaries and expenses of general officers	5,066 11
114.	Salaries and expenses of clerks and attendants	6,414 76
115.	General office supplies and expenses	377 84
116.	Law expenses	64 90
118.	Relief Department expenses	600 00
119.	Pensions	5,943 43
120.	Stationery and printing	221 30
121.	Other expenses	311 73
		19,000 07

S. L. SHANNON,
Comptroller and Treasurer.

E. & O. E., MONCTON, N.B.

PRINCE EDWARD ISLAND RAILWAY.—General Balance, year ended March 31, 1915.

DR.	$ cts.	$ cts.	CR.	$ cts.	$ cts.
To General stores		62,695 61	By Dominion of Canada		81,865 30
Cash in transit		72 00	Unclaimed wages		50 71
Station agents		3,568 34	Freight in transit		268 23
To Individuals and Companies Ledger:—			Auditor's Suspense		2,106 66
Canadian Express Company	80 00		By Individuals and Companies Ledger:—		
Post Office Department	18,481 73		John Simon		215 40
Dominion Express Company	0 60		By Traffic Ledger:—		
Province of Prince Edward Island	220 52		Canadian Northern Railway	1 67	
Galena Signal Oil Co	123 32		Department Marine and Fisheries	887 34	
Intercolonial Railway	16 97		Grand Trunk Railway	117 72	
Imperial Oil Company	17 00		Grand Trunk Pacific Railway	216 00	
Charlottetown Steam Navigation Co	8 95		Intercolonial Railway	1,200 14	
Murray Harbour Branch, telegraph earnings	6 33				2,422 87
Canadian Pacific Railway	2 69		By Individuals and Companies Ledger:—		
Furness Withy Co	1 92		Department of Railways and Canals		42 10
Intercolonial and Prince Edward Island Railways Employees' Provident Fund	24 68		By Rents Ledger:—		
Canada Atlantic and Plant Steamship Line	1 00		Department Marine and Fisheries		1 00
Department Railways and Canals	3 25				
Western Union Telegraph Co	832 40				
Grand Trunk Ry	7 96				
Anglo-American Telegraph Co	124 95				
Buntain, Bell & Co	8 47				
		19,962 74			
To Traffic Ledger—					
Department of Agriculture, P. E. Island	22 50				
Department Militia and Defence	479 57				
Department of Agriculture, Ottawa	97 50				
Department of Naval Service	3 18				
		602 75			
To Individuals and Companies Ledger:—					
Roper, Clarke & Co		3 00			
To Rents Ledger:—					
McLean Brothers	1 00				
Arsenault & Gaudet	1 00				
Robert Ellis	1 00				
Haywood & Campbell	1 00				
John P. Smith	1 00				
Benjamin Gallant	5 00				
Dominion Express Co	12 00				
Sydney Gray	45 83	67 83			
		86,972 27			86,972 27

E. & O. E., MONCTON, N.B.

S. L. SHANNON, *Comptroller and Treasurer.*

PRINCE EDWARD ISLAND RAILWAY.—General Stores account for year ending March 31, 1915.

1914.	DR.	$ cts.	$ cts.
March 31.	To balance brought forward		67,669 97
1915.			
March 31.	To purchases during year	164,084 89	
	Charges from other departments	14,489 25	
	Labour, etc.	5,901 09	
	Staff pay-roll	2,790 00	
			187,265 23
			254,935 20
1915.	CR.		
March 31.	By issues during year		192,239 59
			62,695 61
Balance...	Ordinary stores, including stationery	28,658 56	
	Fuel store	15,312 82	
	Road stock store	18,724 23	
		62,695 61	

S. L. SHANNON,
Comptroller and Treasurer.

C. F. BURNS,
Auditor of Disbursements.

E. & O. E., MONCTON, N.B.

PRINCE EDWARD ISLAND RAILWAY.—Statement of Averages, year ended March 31, 1915.

Mileage of railway		275·2
Engine mileage		477,025
Total train mileage		384,631
Total car mileage		2,388,869
Ratio of earnings to gross earnings:—		
Revenue from transportation	Per cent.	96·88
Revenue from operation other than transportation	"	3·12
Gross earnings per mile of railway	Dollars.	1,509·79
" " engine mile	"	·87
" " train mile	"	1·08
" " car mile	Cents.	17·39
Ratio of expenses to gross earnings:—		
Maintenance of way and structures	Per cent.	39·98
Maintenance of equipment	"	23·29
Traffic expenses	"	2·38
Transportation expenses	"	73·76
General expenses	"	4·57
Expenses per train mile:—		
Maintenance of way and structures	Cents.	43·18
Maintenance of equipment	"	25·16
Traffic expenses	"	2·57
Transportation expenses	"	79·68
General expenses	"	4·94
Total per train mile	"	155·53
Expenses per mile of railway:—		
Maintenance of way and structures	Dollars.	603·55
Maintenance of equipment	"	351·63
Traffic expenses	"	35·94
Transportation expenses	"	1,113·63
General expenses	"	69·04
		$ 2,173·79
Locomotives and car repairs, per locomotive and car:—		
Locomotives, 31		$1,296·29
Passenger cars, 59		338·24
Freight cars, 526		39·83

S. L. SHANNON,
Comptroller and Treasurer.

E. & O. E., MONCTON, N.B.

PRINCE EDWARD ISLAND.—Statement of Receipts.

Month.	Freight.	Passenger.	Mails and Sundries.	Total Revenue.
1914.	$ cts.	$ cts.	$ cts.	$ cts.
April	13,050 26	11,758 59	2,280 30	27,089 15
May	20,662 78	12,495 46	2,563 66	35,721 90
June	19,047 53	14,735 65	2,639 52	36,422 70
July	17,558 26	25,993 56	6,906 72	50,458 54
August	15,156 28	24,306 89	2,291 92	41,755 09
September	14,305 34	19,971 54	2,018 26	36,295 14
October	19,482 18	16,377 67	2,092 56	37,952 41
November	20,279 84	13,287 37	2,162 42	35,729 63
December	14,577 54	15,051 51	2,815 17	32,444 22
1915.				
January	10,586 67	10,443 21	7,072 56	28,102 44
February	11,603 14	8,423 25	2,250 82	22,277 21
March	11,312 33	11,571 55	8,363 13	31,247 01
1914-1915	187,622 15	184,416 25	43,457 04	415,495 44
1913-1914	184,004 11	183,049 79	41,962 84	409,616 74

S. L. SHANNON,
Comptroller and Treasurer.

E. & O. E., MONCTON, N.B.

SESSIONAL PAPER No. 20

PRINCE EDWARD ISLAND RAILWAY.—Passenger Statement.

Month.	Local.		Through.		Total.	
	Number.	Mileage.	Number.	Mileage.	Number.	Mileage.
1914.						
April	30,926	633,116	287	12,908	31,213	646,024
May	36,890	636,569	819	26,212	37,709	662,781
June	34,357	728,776	2,054	85,428	36,411	814,204
July	55,242	1,328,683	3,120	151,599	58,362	1,480,282
August	42,537	972,735	5,332	254,259	47,869	1,226,994
September	39,083	1,035,095	3,056	134,186	42,139	1,169,281
October	32,534	722,994	2,847	120,703	35,381	843,697
November	29,258	604,497	1,511	65,336	30,769	669,833
December	34,507	779,864	1,143	54,778	35,650	834,642
1915.						
January	23,043	500,601	575	30,071	23,618	530,672
February	18,875	450,781	464	20,160	19,339	470,941
March	24,579	605,104	457	23,664	25,036	628,768
1914–1915	401,831	8,998,815	21,665	979,304	423,496	9,978,119
1913–1914	423,007	9,313,578	22,732	1,125,807	445,739	10,439,385

S. L. SHANNON,
Comptroller and Treasurer.

W. H. ESTANO,
Auditor of Traffic.

E. & O. E., MONCTON, N.B.

PRINCE EDWARD ISLAND RAILWAY.—Freight Statement.

Month.	Local.		Through.		Total.	
	Tons.	Mileage.	Tons.	Mileage.	Tons.	Mileage.
1914.						
April	12,266	421,594			12,266	421,594
May	11,347	430,640	962	35,116	12,309	465,756
June	10,087	377,397	1,301	62,910	11,388	440,307
July	9,712	362,658	898	36,530	10,610	399,188
August	8,570	318,056	704	33,058	9,274	351,108
September	8,808	362,755	507	23,992	9,315	326,747
October	10,881	403,760	2,224	86,921	13,105	490,681
November	11,682	435,758	2,453	105,542	14,135	541,300
December	6,159	271,475	2,716	101,732	8,875	373,207
1915.						
January	5,809	162,209	2,396	157,408	6,205	319,617
February	7,718	291,816	1,554	106,232	9,272	398,048
March	7,016	247,557	1,502	92,393	8,518	339,950
1914-1915	108,055	4,025,669	17,217	841,834	125,272	4,867,503
1913-1914	115,751	4,392,912			115,751	4,392,912

S. L. SHANNON,
Comptroller and Treasurer.

W. H. ESTANO,
Auditor of Traffic.

E. & O. E., MONCTON, N.B.

PRINCE EDWARD ISLAND RAILWAY.—Comparative Statement of principal revenue-producing freight carried over the Prince Edward Island Railway in 1913-14 and 1914-15.

Description.	Year ended March 31, 1914.	Year ended March 31, 1915
	Tons.	Tons.
Products of Agriculture.—		
Grain	11,417	17,207
Flour	3,881	4,581
Other mill products	1,997	1,096
Hay	2,776	4,828
Tobacco		208
Cotton	74	130
Potatoes	11,672	6,292
Fruit and vegetables	196	580
Other products of agriculture		873
Products of Animals—		
Horses and hogs	1,919	1,063
Sheep and cattle	3,129	3,720
Lambs	512	484
Dressed meats	6,028	2,265
Poultry and game	443	397
Hides and leather	712	786
Wool	49	80
Fish	2,875	2,531
Oysters and clams	954	845
Other products of animals		1,438
Other packing-house products		2,316
Products of Mines—		
Coal and coke	14,331	12,833
Ore	2,030	
Sand stone, etc	568	5,812
Salt	59	1,234
Slate and granite		97
Phosphate	1	6
Other produets of mines		13
Products of Forests—		
Lumber	11,977	10,362
Bark	10	81
Cordwood	1,377	3,001
Woodpulp		2
Shingles	146	656
Other forest produets	325	738
Manufactures—		
Petroleum and oils	1,970	3,801
Sugar	1,403	1,233
Iron and steel rails	495	463
Iron, pig and bloom	285	27
Wire rods	35	78
Steel billets	1	5
Other castings and machinery	877	1,583
Bar and sheet metals	119	54
Brick, lime and cement	2,205	2,331
Agricultural implements	898	1,170
Wagons, carriages and tools		371
Wines, liquors and beers		371
Naval stores		9
Household goods furniture	896	706
Immigrants effects	25	40
Miscellaneous	27,084	26,475
	115,751	125,272

S. L. SHANNON,
Comptroller and Treasurer.

W. H. ESTANO,
Auditor of Traffic.

E. & O. E., MONCTON, N.B.

NEW BRUNSWICK AND PRINCE EDWARD ISLAND RAILWAY.—Capital Account, eight months ended March 31, 1915.

Dr.		$ cts.	Cr.		$ cts.
Mar. 31, 1915.	To bring line up to Intercolonial Branch Line standard	24,700 00	March 31, 1915	By Dominion of Canada	24,700 00
		24,700 00			24,700 00

S. L. SHANNON,
Comptroller and Treasurer.

E. & O. E., MONCTON, N.B.

NEW BRUNSWICK AND PRINCE EDWARD ISLAND RAILWAY.—Revenue Account, eight months ended March 31, 1915.

Expenditure.	$ cts.	Earnings.	$ cts.
Maintenance of way and structures.....	15,221 31	Passenger.....	6,789 70
Maintenance of equipment.....	6,630 00	Freight.....	25,687 54
Traffic expenses.....	310 58	Mail and express.....	4,479 21
Transportation expenses.....	20,791 51		36,956 45
General expenses.....	989 13	LESS:—	
		Miscellaneous.....	11,536 64
			25,419 81
		Balance.....	18,522 72
	43,942 53		43,942 53

S. L. SHANNON,
Comptroller and Treasurer.

E. & O. E., MONCTON, N.B.

NEW BRUNSWICK AND PRINCE EDWARD ISLAND RAILWAY.—General Balance, eight months ended March 31, 1915.

DR.	$ cts.	$ cts.	CR.	$ cts.	$ cts.
To general stores		6,011 45	By Dominion of Canada		7,625 24
Auditors' suspense		99 87	Equipment Suspense—Stores		2,215 00
Cash in transit		32 45	Freight in transit		41
Station agents		481 98	By Individuals and Companies Ledger:—		
To Individuals and Companies Ledger:—			F. C. Harris	7 70	
Intercolonial Railway	2,215 00		J. C. Hickman	432 00	
O'Brien, Doheny Co.	243 94		Sackville Freestone Co.	82 06	521 76
Post Office Department	1,193 76				
J. D. Pickard	77 06	3,729 76			
To Traffic Ledger:—					
Prince Edward Island Ry		6 90			
		10,362 41			10,362 41

E. & O. E., MONCTON, N.B.

S. L. SHANNON,
Comptroller and Treasurer.

NEW BRUNSWICK AND PRINCE EDWARD ISLAND RAILWAY.—Maintenance of Way and Structures, eight months ended March 31, 1915.

			$ cts.
No.	1	Superintendence	600 99
	2	Ballast	91 69
	4	Rails	159 97
	5	Other track material	122 85
	6	Roadway and track	9,873 09
	7	Removal of snow, sand, and ice	189 21
	9	Bridges, trestles, and culverts	1,079 13
	11	Grade crossings, fences, cattle guards, and signs	197 35
	14	Telegraph and telephone lines	21 44
	16	Buildings, fixtures, and grounds	2,392 01
	18	Roadway tools and supplies	562 14
	23	Stationery and printing	75 81
			15,365 68
		CR.	
	3	Ties	144 37
			15,221 31

S. L. SHANNON,
Comptroller and Treasurer.

E. & O. E., MONCTON, N.B.

NEW BRUNSWICK AND PRINCE EDWARD ISLAND RAILWAY.—Maintenance of Equipment, eight months ended March 31, 1915.

			$ cts.
No.	28	Superintendence	27 94
	29	Steam locomotives—Repairs	4,245 55
	35	Passenger train cars—Repairs	736 34
	38	Freight train cars—Repairs	1,616 98
	46	Floating equipment—Depreciation	1 00
	50	Stationery and printing	1 99
	53	Work equipment—Repairs	0 20
			6,630 00

S. L. SHANNON,
Comptroller and Treasurer.

E. & O. E., MONCTON, N.B.

NEW BRUNSWICK AND PRINCE EDWARD ISLAND RAILWAY.—Traffic Expenses, eight months ended March 31, 1915.

		$ cts.
No. 57.	Superintendence	31 20
58.	Outside agencies	14 75
59.	Advertising	35 00
60.	Stationery and printing	229 63
		310 58

S. L. SHANNON,
Comptroller and Treasurer.

E. & O. E., MONCTON, N.B.

NEW BRUNSWICK AND PRINCE EDWARD ISLAND RAILWAY.—Transportation Expenses, eight months March 31, 1915.

		$ cts.
No. 66.	Superintendence	59 84
67.	Despatching trains	296 13
68.	Station employees	2,197 58
72.	Station supplies and expenses	180 00
74.	Yard conductors and brakemen	349 20
76.	Yard supplies and expenses	35 22
78.	Enginehouse expenses—Yard	63 44
79.	Fuel for yard locomotives	540 30
86.	Road enginemen	3,938 43
87.	Enginehouse expenses—Road	883 24
88	Fuel for road locomotives	5,542 20
89.	Water for road locomotives	307 95
90	Lubricants for road locomotives	230 06
91.	Other supplies for road locomotives	255 12
94.	Road trainmen	4,825 57
95.	Train supplies and expenses	47 49
98.	Drawbridge operation	120 16
99.	Clearing wrecks	309 47
103.	Stationery and printing	565 04
106.	Loss and damage—Freight	30 07
109.	Damage to stock on right of way	15 00
		20,791 51

S. L. SHANNON,
Comptroller and Treasurer.

E. & O. E., MONCTON, N.B.

NEW BRUNSWICK AND PRINCE EDWARD ISLAND RAILWAY.—General Expenses, eight months ended March 31, 1915.

		$ cts.
No. 113.	Salaries and expenses of general officers	169 80
114.	Salaries and expenses of clerks and attendants	470 46
119.	Pensions	249 28
120.	Stationery and printing	99 59
		989 13

S. L. SHANNON,
Comptroller and Treasurer.

E. & O. E., MONCTON, N.B.

NEW BRUNSWICK AND PRINCE EDWARD ISLAND RAILWAY.—General Store Balance, year ended March 31, 1915.

		$ cts.	$ cts.
	DR.		
Mar. 31, 1915	To Purchases during year	24,814 26	
	Charges from other departments	99 08	
			24,913 34
	CR.		
Mar. 31, 1915	By issues during year		18,901 89
	Balance, road store		6,011 45

C. F. BURNS,
Auditor of Disbursements.

S. L. SHANNON,
Comptroller and Treasurer.

E. & O. E., MONCTON, N.B.

NEW BRUNSWICK AND PRINCE EDWARD ISLAND RAILWAY.—Operated by Canadian Government Railways—Statement of Receipts for the eight months ended March 31, 1915.

Month.	Freight.	Passenger.	Mails and Sundries.	Total.	Less Rentals.	Net Receipts.
1914.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.
August	3,699 88	943 10	75 45	4,718 43	1,081 80	3,636 63
September	5,650 65	721 25	95 69	6,467 59	520 00	5,947 59
October	7,066 78	926 90	89 36	8,083 04	1,054 80	7,028 24
November	3,455 95	797 42	111 62	4,364 99	2,605 85	1,759 14
December	2,444 08	1,258 28	103 49	3,805 85	2,022 30	1,783 55
1915.						
January	1,029 41	733 62	1,257 86	3,020 89	2,380 59	640 30
February	1,035 32	584 02	1,788 08	3,407 42	1,505 20	1,902 22
March	1,305 47	825 11	957 66	3,088 24	366 10	2,722 14
1914–1915	25,687 54	6,789 70	4,479 21	36,956 45	11,536 64	25,419 81

W. H. ESTANO,
Auditor of Traffic.

S. L. SHANNON,
Comptroller and Treasurer.

E. & O. E., MONCTON, N.B.

NEW BRUNSWICK AND PRINCE EDWARD ISLAND RAILWAY.—Operated by Canadian Government Railways.—Freight and Passenger Statement for the eight months ended March 31, 1915.

Month.	Freight Traffic.		Passenger Traffic.	
	Tons.	Mileage.	Number.	Mileage.
1914.				
August	7,419	215,772	2,004	40,346
September	11,717	313,392	1,433	36,160
October	17,823	399,877	2,006	31,965
November	5,677	148,743	1,974	32,681
December	4,791	81,461	2,522	47,175
1915.				
January	1,452	20,619	1,553	29,761
February	1,191	14,563	1,270	19,756
March	1,642	19,246	1,747	29,067
	51,712	1,213,673	14,509	266,911

W. H. ESTANO,
Auditor of Traffic.

S. L. SHANNON,
Comptroller and Treasurer.

E. & O. E., MONCTON, N.B.

SESSIONAL PAPER No. 20

NEW BRUNSWICK AND PRINCE EDWARD ISLAND RAILWAY—Operated by Canadian Government Railways.—Statement of principal revenue-producing freight commodities carried over the New Brunswick and Prince Edward Island Railway for the eight months ended March 31, 1915.

Description.	Tons.
Products of Agriculture—	
Grain	199
Flour	626
Other mill products	104
Hay	2,110
Tobacco	4
Cotton	1
Potatoes	1,093
Vegetables	19
Other products of agriculture	12
Products of Animals—	
Horses and hogs	35
Sheep and cattle	201
Lambs	1
Dressed meats	12
Poultry and game	16
Hides and leather	3
Wool	2
Fish	955
Other products of animals	12
Packing-house products	84
Products of Mines—	
Coal	1,459
Sand stone, etc	29,900
Salt	278
Phosphate	156
Other products of mines	28
Products of Forests—	
Lumber	8,395
Cordwood	296
Shingles	135
Other forest products	458
Manufactures—	
Oils	126
Sugar	4
Iron and steel rails	12
Iron, pig and bloom	16
Wire rods	5
Other castings and machinery	53
Bar and sheet metals	21
Brick, lime and cement	14
Agricultural implements	15
Wagons, carriages and tools	28
Wines	4
Household goods and furniture	40
Manufactured goods	441
Miscellaneous	4,339
	51,712

W. H. ESTANO,
Auditor of Traffic.

S. L. SHANNON,
Comptroller and Treasurer.

E. & O. E., MONCTON, N.B.

NEW BRUNSWICK AND PRINCE EDWARD ISLAND RAILWAY.—Statement of Averages, year ended March 31, 1915.

Mileage of railway		36
Engine mileage		40,394
Total train mileage		28,926
Total car mileage		150,426
Ratio of earnings to gross earnings:—		
Revenue from transportation	Per cent.	99·74
Revenue from operation other than transportation	"	0·26
Gross earnings per mile of railway	Dollars.	706·11
" " engine mile	"	0·63
" " train mile	"	0·88
" " car mile	Cents.	16·90
Ratio of expenses to gross earnings:—		
Maintenance of way and structures	Per cent.	59·88
Maintenance of equipment	"	26·08
Traffic expenses	"	1·22
Transportation expenses	"	81·80
General expenses	"	3·89
Expenses per train mile:—		
Maintenance of way and structures	Cents.	52·62
Maintenance of equipment	"	22·92
Traffic expenses	"	1·07
Transportation expenses	"	71·88
General expenses	"	3·42
Total per train mile	"	151·91
Expenses per mile of railway:—		
Maintenance of way and structures	Dollars.	422·81
Maintenance of equipment	"	184·17
Traffic expenses	"	8 63
Transportation expenses	"	577 54
General expenses	"	27·48
		$ 1,220 63
Locomotive and car repairs, per locomotive and car:—		
Locomotives, 3	Dollars.	1,415 18
Passenger cars, 2	"	368 17
Freight cars, 34	"	47 56

S. L. SHANNON,
Comptroller and Treasurer.

E. & O. E., MONCTON, N.B.

INTERNATIONAL RAILWAY OF NEW BRUNSWICK.—Capital Account, eight months ended March 31, 1915.

Dr.	$ cts.	Cr.	$ cts.
Mar. 31, 1915..To bring line up to Intercolonial branch line standard	1,300 00	Mar. 31, 1915..By Dominion of Canada	1,300 00
	1,300 00		1,300 00

S. L. SHANNON,
Comptroller and Treasurer.

E. & O. E., MONCTON, N.B.

INTERNATIONAL RAILWAY OF NEW BRUNSWICK.—Revenue Account, eight months ended March 31, 1915.

Expenditure.	$ cts.	Earnings.	$ cts.
Maintenance of way and structures	26,191 87	Passenger	28,317 20
Maintenance of equipment	5,353 56	Freight	42,707 14
Traffic expenses	632 17	Mail and express	1,258 55
Transportation expenses	32,850 11		72,282 89
General expenses	1,678 64	Less—	
		Miscellaneous	6,813 97
			65,468 92
		Balance	1,237 43
	$ 66,706 35		$ 66,706 35

S. L. SHANNON,
Comptroller and Treasurer.

E. & O. E., MONCTON, N.B.

INTERNATIONAL RAILWAY OF NEW BRUNSWICK.—General Balance, eight months ended March 31, 1915.

Dr.	$ et.	$ ets.	Cr.	$ cts.	$ cts.
To General Stores		5,574 10	By Dominion of Canada		2,268 18
Auditors' suspense		418 93	Equipment suspense—Stores		7,750 37
Station agents		1,340 66			
To Individuals and Companies Ledger—			By Individuals and Companies Ledger:—		
Intercolonial Railway	70 88		A. E. Hammond	293 50	
W. H. Miller Co. (Ltd.)	16 00		Evan Price	4 00	297 50
Post Office Department	407 68				
Richards Manufacturing Co	43 85				
Sydney Lumber Co	32 00				
D. A. Stewart (M.L.A.)	10 50				
St. John and Quebec Railway	1,827 02				
		2,407 93			
To Traffic Ledger:—					
Canadian Pacific Railway	413 77				
Intercolonial Railway	139 86				
National Transcontinental Railway	2 80				
		574 43			
		$ 10,316 05			$ 10,316 05

S. L. SHANNON,
Comptroller and Treasurer.

E. & O. E., MONCTON, N.B.

INTERNATIONAL RAILWAY OF NEW BRUNSWICK.—Maintenance of Way and Structures, eight months ended March 31, 1915.

			$ cts.
No.	1.	Superintendence	2,033 55
	3.	Ties	1,631 72
	4.	Rails	145 42
	5.	Other track material	1,719 83
	6.	Roadway and track	14,667 56
	7.	Removal of snow, sand, and ice	3,467 73
	9.	Bridges, trestles, and culverts	14 61
	10.	Grade crossings, fences, cattle guards, and signs	5 35
	14.	Telegraph and telephone lines	808 63
	16.	Buildings, fixtures, and grounds	712 59
	18.	Roadway tools and supplies	820 85
	23.	Stationery and printing	64 03
	26.	Maintaining joint track, yards, and other facilities—Dr	100 00
			26,191 87

S. L. SHANNON,
Comptroller and Treasurer.

E. & O. E., MONCTON, N.B.

INTERNATIONAL RAILWAY OF NEW BRUNSWICK.—Maintenance of Equipment, eight months ended March 31, 1915.

			$ cts.
No.	28.	Superintendence	138 30
	29.	Steam locomotives—Repairs	3,593 77
	35.	Passenger train cars—Repairs	630 46
	38.	Freight train cars—Repairs	810 52
	52.	Other expenses	0 69
	53.	Work equipment—Repairs	179 82
			5,353 56

S. L. SHANNON,
Comptroller and Treasurer.

E. & O. E., MONCTON, N.B.

INTERNATIONAL RAILWAY OF NEW BRUNSWICK.—Traffic Expenses eight months ended March 31, 1915.

		$ cts.
No. 57.	Superintendence	260 00
58.	Outside agencies	9 70
59.	Advertising	85 00
60.	Stationery and printing	277 47
		632 17

S. L. SHANNON,
Comptroller and Treasurer.

E. & O. E., MONCTON, N.B.

INTERNATIONAL RAILWAY OF NEW BRUNSWICK.—Transportation Expenses, eight months ended March 31, 1915.

		$ cts.
No. 66.	Superintendence	849 39
67.	Despatching trains	1,064 93
68.	Station employees	3,018 75
72.	Station supplies and expenses	280 10
73.	Yardmasters and their clerks	201 53
74.	Yard conductors and brakemen	445 45
76.	Yard supplies and expenses	3 28
77.	Yard enginemen	88 70
78.	Enginehouse expenses—Yard	193 56
79.	Fuel for yard locomotives	352 30
83.	Water for yard locomotives	1,589 00
86.	Road enginemen	4,123 05
87.	Enginehouse expenses—Road	838 09
88.	Fuel for road locomotives	10,667 16
89.	Water for road locomotives	14 50
90.	Lubricants for road locomotives	133 44
91.	Other supplies for road locomotives	81 22
94.	Road trainmen	5,224 31
95.	Train supplies and expenses	843 58
99.	Clearing wrecks	1,995 66
100.	Telegraph and telephone—Operation	24 84
103.	Stationery and printing	812 67
106.	Loss and damage—Freight	4 60
		32,850 11

S. L. SHANNON,
Comptroller and Treasurer.

E. & O. E., MONCTON, N.B.

INTERNATIONAL RAILWAY OF NEW BRUNSWICK.—General Expenses, eight months ended March 31, 1915.

		$ cts.
No. 113.	Salaries and expenses of general officers	554 78
114.	Salaries and expenses of clerks and attendants	670 04
119.	Pensions	388 79
120.	Stationery and printing	32 57
121.	Other expenses	32 46
		1,678 64

S. L. SHANNON,
Comptroller and Treasurer.

E. & O. E., MONCTON, N.B.

INTERNATIONAL RAILWAY OF NEW BRUNSWICK.—Store Account—Period ended March 31, 1915.

DR.	$ cts.	$ cts.
Aug. 1, 1914 To Balance on hand (inventory of August 1, 1914)		1,345 90
Mar. 31, 1915. Purchases during period from Aug. 1, 1914	7,550 59	
Labour charges " "	46 62	
		7,597 21
		8,943 11
Mar. 31, 1915. By issues during period from Aug. 1, 1914		3,369 01
Balance road stock store		5,574 10

C. F. BURNS,
Auditor of Disbursements.

S. L. SHANNON,
Comptroller and Treasurer.

E. & O. E., MONCTON, N.B.

SESSIONAL PAPER No. 20

INTERNATIONAL RAILWAY OF NEW BRUNSWICK.—Statement of Averages, eight months ended March 31, 1915

Mileage of railway		112
Engine mileage		54,911
Total train mileage		52,051
Total car mileage		348,203
Ratio of earnings to gross earnings—		
Revenue from transportation	Per cent	99·41
Revenue from operations other than transportation	"	0·59
Gross earnings per mile of railway	Dollars.	584·54
" " engine mile	"	1·19
" " train mile	"	1·26
" " car mile	Cents.	18·80
Ratio of expenses to gross earnings:—		
Maintenance of way and structures	Per cent.	40·01
Maintenance of equipment	"	8·18
Traffic expenses	"	0·96
Transportation expenses	"	50·18
General expenses	"	2·56
Expenses per train mile:—		
Maintenance of way and structures	Cents.	50·32
Maintenance of equipment	"	10·29
Traffic expenses	"	1·21
Transportation expenses	"	63·11
General expenses	"	3·23
Total per train mile	"	128·16
Expenses per mile of railway:—		
Maintenance of way and structures	Dollars.	233·86
Maintenance of equipment	"	47·80
Traffic expenses	"	5·64
Transportation expenses	"	293·30
General expenses	"	14·99
		$ 595·59
Locomotive and car repairs, per locomotive and car:—		
Locomotives, 4	Dollars.	898·44
Passenger cars, 11	"	57·31
Freight cars, 74	"	10·95

S. L. SHANNON,
Comptroller and Treasurer.

E. & O. E., MONCTON, N.B.

INTERNATIONAL RAILWAY—Operated by Canadian Government Railways.—Statement of principal revenue-producing freight commodities carried over the International Railway for the eight months ended March 31, 1915.

Description.	Tons.
Products of Agriculture—	
Grain	810
Flour	214
Other mill products	502
Hay	1,665
Tobacco	7
Potatoes	426
Fruit and vegetables	170
Other products of agriculture	2
Products of Animals—	
Horses and hogs	717
Sheep and cattle	248
Dressed meats	128
Fish	30
Oysters and clams	4
Other products of animals	2
Packing-house products	55
Products of Mines—	
Coal	1,219
Sandstone	53
Slate and granite	26
Products of Forests—	
Lumber	6,795
Cordwood	222
Pulpwood	4,724
Shingles	3,484
Other forest products	2,760
Manufactures—	
Oils	60
Sugar	4
Iron and steel rails	3
Iron, pig and bloom	18
Wire rods	1
Castings and machinery	863
Brick, lime and cement	13
Agricultural implements	85
Wagons, carriages and tools	428
Wines, beers, etc	5
Household goods and furniture	180
Manufactures	372
Miscellaneous	6,079
	32,374

W. H. ESTANO,
Auditor of Traffic.

S. L. SHANNON,
Comptroller and Treasurer.

E. & O. E., MONCTON, N.B.

INTERNATIONAL RAILWAY—Operated by Canadian Government Railways.—Statement of Receipts for the eight months ended March 31, 1915.

Month.	Freight.	Passenger.	Mails and sundries.	Total.	Less rentals, etc.	Net receipts.
1914.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.
August	3,927 05	2,240 00	118 48	6,285 53	577 80	5,707 73
September	4,282 86	3,094 85	190 86	7,568 57	.....	7,568 57
October	5,436 46	3,721 39	219 80	9,377 65	557 10	8,820 55
November	4,820 62	4,207 27	274 25	9,302 14	978 85	8,323 29
December	4,927 73	4,488 65	138 54	9,554 92	1,029 65	8,525 27
1915.						
January	6,605 83	3,616 74	233 07	10,455 64	881 75	9,573 89
February	5,819 05	3,126 75	170 56	9,116 36	1,127 90	7,988 46
March	6,887 54	3,821 55	192 01	10,901 10	1,939 94	8,961 16
	42,707 14	28,317 20	1,537 57	72,561 91	7,092 99	65,468 92

W. H. ESTANO,
Auditor of Traffic.

S. L. SHANNON,
Comptroller and Treasurer.

E. & O. E., MONCTON, N.B.

INTERNATIONAL RAILWAY—Operated by Canadian Government Railways.—Freight and Passenger Statement for the eight months ended March 31, 1915.

Month.	Freight Traffic.		Passenger Traffic.	
	Tons.	Mileage.	Number.	Mileage.
1914.				
August	3,460	150,649	2,033	85,467
September	3,122	158,693	2,408	101,333
October	3,251	187,364	3,015	130,131
November	2,770	161,758	3,320	137,510
December	3,123	150,453	3,879	161,806
1915.				
January	5,156	244,179	3,192	129,256
February	6,005	255,376	2,955	112,257
March	5,487	254,252	3,484	133,522
	32,374	1,562,724	24,286	991,283

W. H. ESTANO,
Auditor of Traffic.

S. L. SHANNON,
Comptroller and Treasurer.

E. & O. E., MONCTON, N.B.

NATIONAL TRANSCONTINENTAL RAILWAY.—Revenue Account, year ended March 31, 1915.

Expenditure.	$ cts.	Earnings.	$ cts.
Maintenance of way and structures	96,774 51	Passenger	20,779 86
Maintenance of equipment	13,998 41	Freight	166,797 37
Traffic expenses	1,822 06	Mail	262 92
Transportation expenses	112,700 48		187,840 15
General expenses	3,329 89	Less:—	
		Miscellaneous	45,528 50
			142,311 65
		Balance	86,313 70
	228,625 35		228,625 35

S. L. SHANNON,
Comptroller and Treasurer.

E. & O. E., MONCTON, N.B.

National Transcontinental Railway.—General Balance, year ended March 31, 1915.

Dr.	$ cts.	$ cts.	Cr.	$ cts.	$ cts.
To General stores		65,183 55	By Dominion of Canada		91,627 43
Station agents		1,941 68	Freight in Transit		8 70
Auditors' Suspense Account		2,387 21	By Individuals and Companies Ledger:—		
Railway Equipment Service		7,009 38	G. W. Gillmore & Co	20 00	
Cash in Transit		87 13	J. D. McLaughlin	20 00	
			Sayre & Holly Lumber Co	21 55	
To Individuals and Companies Ledger:—			Ernest St. Pierre	20 00	
Canadian Pacific Railway	2 25		Auguste and John Violette	20 00	101 55
M. P. & J. T. Davis	108 75				
Donald Fraser & Sons	167 48		By Traffic Ledger:—		
Glendyne Slate & Roofing Co	44 27		International Ry. of N.B		2 80
Grand Trunk Railway	4 82				
Intercolonial Railway	1 30				
National Transcontinental Ry. Commissioners	2,357 85				
Post Office Department	64 68				
Quebec Harbour Commission	8 54				
		2,759 94			
To Traffic Ledger:—					
Canadian Pacific Railway	257 05				
Intercolonial Railway	12,114 54	12,371 59			
		91,740 48			91,740 48

S. L. SHANNON,
Comptroller and Treasurer.

E. & O. E., Moncton, N.B.

NATIONAL TRANSCONTINENTAL RAILWAY.—Maintenance of Way and Structures, year ended March 31, 1915.

			$ cts.
No.	1.	Superintendence	4,402 29
	2.	Ballast	918 39
	3.	Ties	12,998 32
	4.	Rails	278 55
	5.	Other track material	4,745 70
	6.	Roadway and track	48,976 73
	7.	Removal of snow, sand, and ice	17,253 71
	8.	Tunnels	52 50
	9.	Bridges, trestles, and culverts	746 03
	10.	Over and under grade crossings	7 00
	11.	Grade crossings, fences, cattle guards, and signs	523 24
	13.	Signals and interlocking plants	86 47
	14.	Telegraph and telephone lines	2,301 67
	16.	Buildings, fixtures, and grounds	907 89
	18.	Roadway tools and supplies	1,996 24
	23.	Stationery and printing	29 78
	26.	Maintaining joint tracks, yards, and other facilities—Dr.	550 00
			96,774 51

S. L. SHANNON,
Comptroller and Treasurer.

E. & O. E., MONCTON, N.B.

NATIONAL TRANSCONTINENTAL RAILWAY.—Maintenance of Equipment, year ended March 31, 1915.

			$ cts.
No.	28.	Superintendence	379 51
	29.	Steam locomotives—Repairs	3,909 00
	35.	Passenger train cars—Repairs	814 42
	38.	Freight train cars—Repairs	6,858 61
	47.	Shop machinery and tools	329 81
	50.	Stationery and printing	13 18
	52.	Other expenses	350 45
	53.	Work equipment—Repairs	1,343 43
			13,998 41

S. L. SHANNON,
Comptroller and Treasurer.

E. & O. E., MONCTON, N.B.

NATIONAL TRANSCONTINENTAL RAILWAY.—Traffic Expenses, year ended March 31, 1915.

		$ cts.
No. 57.	Superintendence	196 70
58.	Outside agencies	532 70
59.	Advertising	401 25
60.	Stationery and printing	691 41
		1,822 06

S. L. SHANNON,
Comptroller and Treasurer.

E. & O. E., MONCTON, N.B.

NATIONAL TRANSCONTINENTAL RAILWAY.—Transportation Expenses, year ended March 31, 1915.

		$ cts.
No. 66.	Superintendence	2,450 40
67.	Despatching trains	302 54
68.	Station employees	2,883 37
72.	Station supplies and expenses	4,109 04
78.	Enginehouse expenses—Yard	16 42
69.	Fuel for yard locomotives	538 83
83.	Operating joint yards and terminals—Dr.	1,685 86
86.	Road enginemen	19,211 54
87.	Enginehouse expenses—Road	6,784 54
88.	Fuel for road locomotives	38,790 62
89.	Water for road locomotives	3,558 08
90.	Lubricants for road locomotives	509 31
91.	Other supplies for road locomotives	173 94
94.	Road trainmen	22,940 47
95.	Train supplies and expenses	1,842 79
96.	Interlockers, block and other signals—Operation	1,583 18
99.	Clearing wrecks	2,791 22
100.	Telegraph and telephone—Operation	30 15
103.	Stationery and printing	2,101 82
106.	Loss and damage—Freight	351 32
108.	Damage to property	20 00
109.	Damage to stock on right of way	25 00
		112,700 44

S. L. SHANNON,
Comptroller and Treasurer.

E. & O. E., MONCTON, N.B.

NATIONAL TRANSCONTINENTAL RAILWAY.—General Expenses, year ended March 31, 1915.

		$ cts.
No. 113.	Salaries and expenses of general officers	1,402 26
114.	Salaries and expenses of clerks and attendants	1,913 61
120.	Stationery and printing	7 02
121.	Other expenses	7 00
		3,329 89

S. L. SHANNON,
Comptroller and Treasurer.

E. & O. E., MONCTON, N.B.

NATIONAL TRANSCONTINENTAL RAILWAY.—General Stores Account, year ended March 31, 1915.

Dr.		$ cts.	$ cts.
Mar. 31, 1914	To Balance brought forward		55,557 67
Mar. 31, 1915	Purchases during year		82,938 03
			138,495 70
Cr.			
Mar. 31, 1915	By Issues during year		73,312 15
Balance	Ordinary stores, including stationery	3,656 86	
	Fuel store	6,728 88	
	Road stock store	54,797 81	
		65,183 55	65,183 55

C. F. BURNS,
Auditor of Disbursements.

S. L. SHANNON,
Comptroller and Treasurer.

E. & O. E., MONCTON, N.B.

SESSIONAL PAPER No. 20

NATIONAL TRANSCONTINENTAL RAILWAY (operated by Canadian Government Railways)—Statement of Receipts.

Month.	Freight.	Passenger.	Mails and Sundries.	Total.	Less Rentals, etc.	Net Receipts.
	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.
1914—						
April	7,184 88	1,267 84	23 12	8,475 84	2,453 89	6,021 95
May	5,756 59	1,108 54	36 10	6,901 23	2,635 11	4,266 12
June	6,453 05	2,561 73	35 21	9,049 99	1,774 77	7,275 22
July	5,223 50	1,826 55	36 07	7,086 12	4,175 44	2,910 68
August	3,934 09	1,261 56	50 33	5,245 98	3,669 11	1,576 87
September	5,302 78	1,167 69	37 24	6,507 71	2,423 92	4,083 79
October	5,464 88	1,580 30	65 03	7,110 21	2,030 68	5,079 53
November	7,123 12	1,524 56	32 12	8,679 80	1,434 26	7,245 54
December	15,357 95	2,071 18	49 61	17,478 74	3,899 57	13,579 17
1915—						
January	34,143 84	1,976 94	136 55	36,257 33	4,495 99	31,761 34
February	33,745 26	1,987 99	52 12	35,785 37	9,596 34	26,189 03
March	37,107 43	2,444 98	194 37	39,746 78	7,424 37	32,322 41
1914–15	166,797 37	20,779 86	747 87	188,325 10	46,013 45	142,311 65
1913–14	51,351 95	10,244 29	668 18	62,264 42	17,630 31	44,634 11

W. H. ESTANO,
Auditor of Traffic.

S. L. SHANNON,
Comptroller and Treasurer.

E. & O. E., MONCTON, N.B.

NATIONAL TRANSCONTINENTAL RAILWAY (operated by Canadian Government Railways).—Freight Statement.

Months.	Local.		Through.		Total.	
	Tons.	Mileage.	Tons.	Mileage.	Tons.	Mileage.
1914—						
April	4,206	133,081	3,322	344,140	7,528	477,221
May	2,247	94,806	4,095	397,149	6,342	491,955
June	2,548	138,485	3,454	513,244	6,002	651,729
July	1,564	73,918	3,654	503,500	5,218	577,418
August	2,058	37,530	3,027	262,559	5,085	300,089
September	2,816	188,980	3,293	205,338	6,109	394,318
October	3,413	186,958	5,960	389,475	9,373	576,433
November	3,233	176,479	6,614	559,353	9,847	735,832
December	7,930	828,407	4,400	439,429	12,330	1,267,836
1915—						
January	21,809	2,404,961	8,687	1,713,036	30,496	4,117,997
February	20,417	1,863,126	10,058	1,152,536	30,475	3,015,662
March	23,268	2,159,001	13,325	1,603,192	36,593	3,762,193
1914-15	95,509	8,285,732	69,889	8,082,951	165,398	16,368,683
1913-14	51,149	4,086,146	.....	.....	51,149	4,086,146

W. H. ESTANO,
Auditor of Traffic.

S. L. SHANNON,
Comptroller and Treasurer.

E. & O. E., MONCTON, N.B.

SESSIONAL PAPER No. 20

NATIONAL TRANSCONTINENTAL RAILWAY (operated by Canadian Government Railways).—Passenger Statement.

Month.	Local.		Through.		Total.	
	Passenger No.	Mileage.	Passenger No.	Mileage.	Passenger No.	Mileage.
1914—						
April	1,180	50,574	25	1,081	1,205	51,655
May	1,324	45,265	70	2,833	1,394	48,098
June	1,714	55,480	528	59,103	2,242	114,583
July	1,864	68,868	427	40,745	2,291	109,613
August	1,707	61,598	298	8,976	2,005	70,574
September	1,416	49,332	38	2,115	1,454	51,447
October	1,466	52,197	596	40,373	2,062	92,570
November	1,626	54,630	154	5,295	1,780	59,925
December	1,339	58,029	223	16,671	1,562	74,700
1915—						
January	1,698	58,117	119	6,335	1,817	64,452
February	1,751	51,112	466	39,573	2,217	90,685
March	2,265	81,621	209	14,659	2,474	96,280
1914-15	19,350	686,823	3,153	237,759	22,503	924,582
1913-14	7,900	424,755	.....	.....	7,900	424,755

W. H. ESTANO,
Auditor of Traffic.

S. L. SHANNON,
Comptroller and Treasurer.

E. & O. E., MONCTON, N.B.

NATIONAL TRANCONTINENTAL RAILWAY (operated by Canadian Government Railways) —Comparative Statement of principal revenue producing freight carried over the National Transcontinental Railway for years ended March 31, 1914 and 1915.

Descriptive.	1913-14.	1914-15.
	Tons.	Tons.
Products of Agriculture—		
Grain	224	1,036
Flour	20	1,585
Other mill products	.....	484
Hay	323	2,162
Tobacco	.....	2
Cotton	.....	20
Potatoes	3,675	5,818
Fruit, vegetables	.....	2
Products of Animals—		
Hogs and horses	76	181
Sheep and cattle	.....	76
Dressed meats	.....	41
Poultry and game	.....	1
Hides and leather	.....	10
Fish	18	60
Other products of animals	.....	15
Packing-house products	10	18
Products of Mines—		
Coal and coke	14,315	23,960
Sandstone	156	297
Salt	.....	109
Phosphate	1,237	460
Other products of mines	.....	19
Products of Forests—		
Lumber	14,137	30,140
Bark	.....	153
Cordwood	.....	40
Pulpwood	.....	73,086
Shingles	.....	1,226
Other forest products	9,120	8,511
Manufactures—		
Oils	29	293
Sugar	167	452
Iron and steel rails	71	57
Iron, pig and bloom	101	4
Other castings and machinery	618	1,285
Bar and steel metals	115	101
Brick, lime and cement	721	638
Agriculture implements	13	13
Wagons and tools	.....	27
Wines and liquors, etc	.....	87
Household goods and furniture	.....	141
Immigrants' effects	.....	11
Miscellaneous	6,003	12,777
	51,149	165,398

W. H. ESTANO,
Auditor of Traffic.

S. L. SHANNON.
Comptroller and Treasurer.

E. & O. E., MONCTON, N.B.

SESSIONAL PAPER No. 20

NATIONAL TRANCONTINENTAL RAILWAY.—Statement of Averages, year ended March 31, 1915.

Mileage of railway		454·9
Engine mileage		173,236
Total train mileage		166,590
Total car mileage		1,681,304
Ratio of earnings to gross earnings:—		
Revenue from transportation	Per cent	99·81
Revenue from operations other than transportation	"	0·19
Gross earnings per mile of railway	Dollars	312 84
Gross earnings per engine mile	"	0 82
Gross earnings per train mile	"	0 85
Gross earnings per car mile	Cents	8·46
Ratio of expenses to gross earnings:—		
Maintenance of way and structures	Per cent	68·00
Maintenance of equipment	"	9·84
Traffic expenses	"	1·29
Transportation expenses	"	79·19
General expenses	"	2·34
Expenses per train mile:—		
Maintenance of way and structures	Cents	58·09
Maintenance of equipment	"	8·40
Traffic expenses	"	1·10
Transportation expenses	"	67·65
General expenses	"	2·00
Total per train mile	"	137·24
Expenses per mile of railway:—		
Maintenance of way and structures	Dollars	212 74
Maintenance of equipment	"	30 77
Traffic expenses	"	4 03
Transportation expenses	"	247 75
General expenses	"	7 32
		$ 502 61
Locomotive and car repairs, per locomotive and car:—		
Locomotives, 11	Dollars	355 36
Passenger cars, 8	"	101 80
Freight cars, 242	"	28 34

S. L. SHANNON,
Comptroller and Treasurer.

E. & O. E., MONCTON, N.B.

ST. JOHN AND QUEBEC RAILWAY.—Revenue Account, three months ended March 31, 1915.

Expenditure.	$ cts.	Earnings.	$ cts.
Maintenance of way and structures	9,198 60	Passenger	4,575 92
Maintenance of equipment	1,193 52	Freight	16,647 76
Traffic expenses	744 36		21,225 68
Transportation expenses	12,384 67		
General expenses	1,173 60	Less:—	
		Miscellaneous	2,483 95
			18,739 73
		Balance	5,955 02
	24,694 75		24,694 75

S. L. SHANNON,
Comptroller and Treasurer.

E. & O. E., MONCTON, N.B.

ST. JOHN AND QUEBEC RAILWAY.—General Balance, three months ended March 31, 1915.

DR.	$ cts.	CR.	$ cts.
To Auditor's suspense	85 20	By Dominion of Canada	3,856 66
Station agents	269 94	General stores	579 67
Cash in transit	150 00	Freight in transit	0 66
Province of New Brunswick	2,977 51	By Individuals and Companies Ledger:—	
To Traffic Ledger:—		Manuel, Brewer, Carson & Cronkite $ 15 00	
Intercolonial Railway	1,014 42	F. E. Scott 48 58	
To Individuals and Companies Ledger:			63 58
Canadian Pacific Railway	3 50		
	4,500 57		4,500 57

S. L. SHANNON,
Comptroller and Treasurer.

E. & O. E., MONCTON, N.B.

SESSIONAL PAPER No. 20

ST. JOHN AND QUEBEC RAILWAY.—Maintenance of Way and Structures, three months ended March 31, 1915.

			$ cts.
No.	1.	Superintendence	506 33
	3.	Ties	1 87
	4.	Rails	56 57
	5.	Other track material	1,749 83
	6.	Roadway and track	3,014 26
	7.	Removal of snow, sand, and ice	2,159 24
	9.	Bridges, trestles, and culverts	2 53
	11.	Grade crossings, fences, cattle guards, and signs	1 20
	13.	Signals and interlocking plants	6 14
	16.	Buildings, fixtures and grounds	142 01
	18.	Roadway tools and supplies	1,374 16
	23.	Stationery and printing	63 00
	26.	Maintaining joint tracks, yards, and other facilities—Dr	150 00
	2.	Ballast—Cr	28 54
			9,198 60

S. L. SHANNON,
Comptroller and Treasurer.

E. & O. E., MONCTON, N.B.

ST. JOHN AND QUEBEC RAILWAY.—Maintenance of Equipment, three months ended March 31, 1915.

			$ cts.
No.	28.	Superintendence	75 00
	29.	Steam locomotives—Repairs	883 81
	35.	Passenger train cars—Repairs	86 18
	38.	Freight train cars.—Repairs	133 09
	47.	Shop machinery and tools	11 12
	53.	Work equipment—Repairs	4 32
			1,193 52

S. L. SHANNON,
Comptroller and Treasurer.

E. & O. E., MONCTON, N.B.

ST. JOHN AND QUEBEC RAILWAY.—Traffic Expenses, three months ended March 31, 1915.

			$ cts.
No.	57.	Superintendence	479 05
	58.	Outside agencies	72 75
	59.	Advertising	60 00
	60.	Stationery and printing	132 56
			744 36

S. L. SHANNON,
Comptroller and Treasurer.

E. & O. E., MONCTON, N.B.

ST. JOHN AND QUEBEC RAILWAY.—Transportation Expenses, three months ended March 31, 1915.

		$ cts.
No. 66.	Superintendence	398 27
67.	Despatching trains	53 41
68.	Station employees	756 81
72.	Station supplies and expenses	230 35
73.	Yardmasters and their clerks	1 32
74.	Yard conductors and brakemen	24 91
78.	Enginehouse expenses—Yard	25 40
79.	Fuel for yard locomotives	114 28
83.	Operating joint yards and terminals—Dr.	512 25
86.	Road enginemen	1,711 52
87.	Enginehouse expenses—Road	265 50
88.	Fuel for road locomotives	4,918 28
89.	Water for road locomotives	202 45
90.	Lubricants for road locomotives	62 31
91.	Other supplies for road locomotives	36 41
94.	Road trainmen	2,110 26
95.	Train supplies and expenses	363 03
99.	Clearing wrecks	64 71
103.	Stationery and printing	527 95
106.	Loss and damage—Freight	5 25
		$ 12,384 67

S. L. SHANNON,

E. & O. E., MONCTON, N.B. *Comptroller and Treasurer.*

ST. JOHN AND QUEBEC RAILWAY.—General Expenses, three months ended March 31, 1915.

		$ cts.
No. 113.	Salaries and expenses of general officers	206 25
114.	Salaries and expenses of clerks and attendants	806 95
119.	Pensions	122 71
120.	Stationery and printing	37 69
		$ 1,173 60

S. L. SHANNON,

E. & O. E., MONCTON, N.B. *Comptroller and Treasurer.*

ST. JOHN AND QUEBEC RAILWAY.—General Store Account, year ended March 31, 1915.

Mar. 31, 1915.	Purchases during period three months	$ 593 39
	Issues during period three months	1,173 06
	Cr. Balance	$ 579 67

C. F. BURNS,

Auditor of Disbursements.

S. L. SHANNON,

E. & O. E., MONCTON, N.B. *Comptroller and Treasurer.*

SESSIONAL PAPER No. 20

ST. JOHN AND QUEBEC RAILWAY (operated by Canadian Government Railways).—Statement of Receipts for the three months ended March 31, 1915.

Month.	Freight.	Passenger	Less Miscellaneous.	Net revenue.
1915.	$ cts.	$ cts.	$ cts.	$ cts.
January	3,271 88	1,317 25	.....	4,589 13
February	6,685 31	1,004 05	606 57	7,082 79
March	6,690 57	2,254 62	1,877 38	7,067 81
	16,647 76	4,575 92	2,483 95	18,739 73

W. H. ESTANO,
Auditor of Traffic.

S. L. SHANNON,
Comptroller and Treasurer.

E. & O. E., MONCTON, N.B.

ST. JOHN AND QUEBEC RAILWAY (operated by Canadian Government Railways).—Freight and Passenger Statement for three months ended March 31, 1915.

Month.	Freight.		Passenger.	
	Tons.	Mileage.	Number.	Mileage.
1915				
January	3,568	166,480	1,963	49,413
February	7,158	317,344	1,837	41,541
March	7,161	277,313	2,517	52,124
	17,887	761,137	6,317	143,078

W. H. ESTANO,
Auditor of Traffic.

S. L. SHANNON,
Comptroller and Treasurer.

E. & O. E., MONCTON, N.B.

ST. JOHN AND QUEBEC RAILWAY (operated by Canadian Government Railways).—Statement of principal revenue-producing freight commodities carried over the St. John and Quebec Railway for the months of January, February, and March, 1915.

Description.	Tons.
Products of Agriculture—	
Grain	360
Flour	139
Other mill products	1
Hay	5,040
Potatoes	5,069
Fruits and vegetables	79
Products of Animals—	
Hogs and horses	13
Sheep and cattle	24
Dressed meats	2
Hides and leather	1
Fish	1
Other products of animals	2
Products of Mines—	
Coal	51
Salt	1
Phosphate	1,047
Products of Forests.	
Lumber	1,403
Bark	238
Cordwood	1,782
Pulpwood	1,375
Shingles	94
Other forest products	213
Manufactures—	
Oils	12
Wire rods	1
Castings and machinery	88
Brick, lime and cement	21
Agricultural implements	2
Furniture	162
Manufactures	477
Miscellaneous	189
	17,887

W. H. ESTANO,
Auditor of Traffic.

S. L. SHANNON,
Comptroller and Treasurer.

E. & O. E., MONCTON, N.B.

ST. JOHN AND QUEBEC RAILWAY.—Statement of Averages, three months ended March 31, 1915.

Mileage of railway		121·2
Engine mileage		19,204
Total train mileage		17,988
Total car mileage		134,807
Ratio of earnings to gross earnings:—		
Revenue from transportation	Per cent	97·88
Revenue from operations other than transportation	"	2·12
Gross earnings per mile of railway	Dollars.	155·44
" " engine mile	"	0·98
" " train mile	"	1·04
" " car mile	Cents.	13·90
Ratio of expenses to gross earnings:—		
Maintenance of way and structures	Per cent.	49·09
Maintenance of equipment	"	6·37
Traffic expenses	"	3·97
Transportation expenses	"	66·09
General expenses	"	6·26
Expenses per train mile:—		
Maintenance of way and structures	Cents.	51·14
Maintenance of equipment	"	6·63
Traffic expenses	"	4·14
Transportation expenses	"	68·85
General expenses	"	6·52
Total per train mile	"	137·28
Expenses per mile of railway:—		
Maintenance of way and structures	Dollars.	75·90
Maintenance of equipment	"	9·85
Traffic expenses	"	6·14
Transportation expenses	"	102·18
General expenses	"	9·68
		$ 203·75
Locomotive and car repairs, per locomotive and car:—		
Locomotives, 3	Dollars.	294·60
Passenger cars, 4	"	21·55
Freight cars, 28	"	4·75

S. L. SHANNON,

E. & O. E., MONCTON, N.B. *Comptroller and Treasurer.*

No. 1—WINDSOR BRANCH RAILWAY.—Revenue Account, from April 1, 1914, to September 14, 1914.

Expenditure.	$ cts.	Earnings.	$ cts.
Maintenance of way and structures	17,982 86	Passenger earnings	9,037 19
Balance	5,186 36	Freight earnings	13,565 92
		Mail earnings	566 11
	23,169 22		23,169 22

S. L. SHANNON,

E. & O. E., MONCTON, N.B. *Comptroller and Treasurer.*

No. 2—Windsor Branch Railway.—Maintenance of Way and Structures, from April 1, 1914, to September 14, 1914.

Superintendence	$ 2,900 52
Ties	7,201 84
Rails	142 79
Other track material	667 62
Roadway and track	5,955 92
Removal of snow, sand, and ice	3 48
Bridges, trestles, and culverts	28 30
Grade crossings, fence, cattle guards, and signs	116 20
Signals and interlocking plants	8 00
Buildings, fixtures, and grounds	776 81
Roadway tools and supplies	56 93
Stationery	16 40
Other expenses	108 05
	$17,982 86

S. L. SHANNON,
Comptroller and Treasurer.

E. & O. E., Moncton, N.B.

No. 3—Windsor Branch Railway.—From April 1, 1914, to September 14, 1914.

Month.	Passenger Earnings.	Freight Earnings.	Mail Earnings.	Total.
1914.	$ cts.	$ cts.	$ cts.	$ cts.
April	1,255 34	2,191 22	103 66	3,550 22
May	1,284 35	2,337 92	103 65	3,725 92
June	1,670 13	2,349 75	103 65	4,123 53
July	1,852 95	2,533 41	107 65	4,494 01
August	2,131 65	2,547 99	103 65	4,783 29
September	842 77	1,605 63	43 85	2,492 25
	9,037 19	13,565 92	566 11	23,169 22

S. L. SHANNON,
Comptroller and Treasurer.

E. & O. E., Moncton, N.B.

PART IV.

Report of the Government Chief Engineer of the Western Division of the National Trans-continental Railway.

MR. COLLINGWOOD SCHREIBER, C.M.G.

The Honourable Frank Cochrane,
Minister of Railways and Canals.
Ottawa, Canada.

Ottawa, April 1, 1915.

Sir,—I have the honour to submit my annual report for the fiscal year ended March 31, 1915, upon the progress made with the work of construction of the western division of the National Transcontinental railway, extending from Winnipeg to Prince Rupert, the Pacific Ocean terminus, a distance of 1,745 miles; in addition to which the Pacific Ocean terminals extend along the foreshore of Prince Rupert a distance of 3¼ miles.

For construction purposes, the western division is divided into two sections, viz:—

1. The Prairie section extending from the city of Winnipeg to the east bank of Wolf creek, a distance of 915 miles.
2. The Mountain section commencing on the east bank of Wolf creek to the city of Prince Rupert, the Pacific Ocean terminus, a distance of 830 miles.
3. The terminal extension along the foreshore of Prince Rupert, 3¼ miles.

PRAIRIE SECTION.

I regret having again to report very little work having been done during the fiscal year just closed towards completing this section of road in accordance with the requirements of the contract and specification.

In so far as the western approach to the city of Winnipeg is concerned, it has been disposed of by the passage through Parliament of the 4-5 George V, chapter 57, entitled an "Act respecting the entrance of the Grand Trunk Pacific Railway Company and the Canadian Northern Railway Company into their joint terminals into the city of Winnipeg."

However, there yet remains the following named works to be done, viz:—

1. The construction of the road through the city of Edmonton.
2. About 400,000 cubic yards of filling to make up embankments to their full width and height.
3. About 1,400,000 cubic yards of ballasting.

The value in all is about $950,000.

The road on this section is in good condition for the operation of public traffic, and has been operated successfully throughout the past fiscal year.

MOUNTAIN SECTION.

The work of construction on this section of the road have been carried on steadily during the year, but the progress made with the work has been somewhat retarded by slips and slides in embankments and cuttings through the "wet gumbo district."

The condition of the works may be cited as follows, viz:—

1. The grading is completed with the exception of the filling in of several temporary trestle bridges, and the making up of slides which may occur in embankments, and the removal of slides that may take place in cuttings.
2. The wooden bridges and culverts are all built.
3. The steel bridges, fifty-nine (59) in number, are practically completed.

4. There are about 225 miles of fencing yet to be erected.

5. The main track is all laid, but rails and switches have yet to be provided for the extension of sidings in four of the divisional station yards.

6. The whole of the road has received the first lift of ballast, 830 miles, of which 406 miles have received a second or final lift.

7. Three roundhouses of twelve stalls each have been erected, and four more of the same capacity are in course of being built.

8. Three machine shops have beeen constructed, and two more are in course of erection.

9. Four divisional stations have been built, and three are not yet commenced.

10. One hundred and eight way stations have been built, two additional are in course of erection, and nine have not yet been commenced.

11. It is proposed to use oil as fuel for the locomotives in the province of British Columbia. So far, the erection of all the oil fuel stations has been commenced.

12. It is proposed to establish thirty-four water stations of 50,000 gallons capacity, of which twenty-eight have been provided, and five others commenced. Also seven large tanks of 100,000 gallons capacity are proposed for divisional points, of which four have been constructed.

13. It is proposed to equip the machine shops at five divisional stations with the necessary machinery and tools. Three only have so far been partially equipped.

14. The only work so far which has been executed at the Prince Rupert terminals is the grading, which has been completed, and the construction of a pile dock with warehouses thereon, as well as the laying down of about 10 miles of track in the yard.

Up to the present time the Grand Trunk Pacific Railway Company do not appear to have arrived at a decision as to the probable requirements of this port in the way of railway facilities, either in the extent of siding accommodation, warehouses and wharf capacity, but I understand preparations are being made for the erection of a twelve-stall roundhouse, a freight or warehouse, a passenger station, as well as a car shop.

GENERAL.

The western division—Winnipeg to Prince Rupert—has been in successful operation throughout since September 6, 1914. A very comfortable express train service has traversed the road twice a week each way, provided with the most modern design of sleeping and dining cars, in addition to which a passenger and freight service has been given daily on the road between Winnipeg and Prince George sufficient to handle the traffic offering.

BALANCE OF WORK REMAINING TO BE DONE.

The works of construction remaining to be done on the Mountain section to bring it up to the requirements of the contract and specification, may be cited as follows, viz.:—

1. Four hundred and fifty thousand cubic yards of grading.

2. Yet to pay on steel bridges, $74,548.37, not including $55,000 force account work on the bridge at the fourth crossing of the Fraser river (Prince George).

3. Fencing about 225 miles.

4. Two thousand four hundred and fifty tons of steel rails.

5. Thirty miles of tracklaying in divisional station yards.

6. Ninety switches.

7. Seven hundred and fifty thousand cubic yards of ballasting.

8. Four roundhouses (now in course of erection).

9. Two machine shops.

10. Six oil fuel plants; two of which are being erected (steel work), and substructures being built for the other four.

11. Three divisional station houses.
12. Nine way station houses.
13. Four divisional freight houses.
14. Six water services.
15. Machinery and tools—say to the value of $125,000.
16. Terminals at Prince Rupert—say $2,000,000 in addition to the $1,600,000 already expended, making the total estimated cost about $3,600,000.

The above estimate of cost of the terminals at Prince Rupert represents what, in my opinion, should cover the reasonable necessities of the port for the first ten or twelve years.

There is, of course, no limit to the expenditure which the company might see fit to make, as this would depend on the magnitude, character and detail of the buildings and facilities they consider desirable beyond what is actually essential.

OPERATION AND MAINTENANCE AND INTEREST.

In addition to the above works of construction, the government guarantee, it should be noted, applies, amongst other things, to expenditures for maintenance, repairs and replacement of works and materials "during construction"; and, further, to certain interests on bonds, loans, advances, and guaranteed securities.

I have the honour to be, sir,

Your obedient servant,

COLLINGWOOD SCHREIBER,

Chief Engineer Western Division N. T. Ry.

PART V.

QUEBEC BRIDGE RECONSTRUCTION,

REPORT OF CHAIRMAN OF BOARD OF ENGINEERS.

Hon. FRANK COCHRANE,
Minister of Railways and Canals.
Ottawa.

MONTREAL, May 14, 1915.

SIR,—I beg to report progress of work on the construction of the new Quebec bridge for the fiscal year ending March 31, 1915, as follows:—

Substructure.—During the season of 1914, Messrs. M. P. and J. T. Davis entirely completed their contract for the construction of the substructure of the bridge. The final estimate was passed on December 22, 1914, showing that the total cost of this work amounted to $2,376,756.23, which amount includes $24,926.63 for extra work necessitated by changes in plans, etc. I might point out that this total amount is $71,818.77 below the original estimate of the cost of this work. A description of the work involved in this contract was given in my last annual report.

Superstructure.—During the fiscal year 1914-15 very rapid progress has been made both in the shop and in the field. The status of the work in hand up to March 31, 1915, is as follows:—

	Total to March 31, 1914.	Total to March 31, 1915.
	Tons.	Tons.
Raw material ordered from the mills	28,000	54,000
Raw material received at the shop	24,741	50,028
Fabricated at shop	9,991	38,518
Members delivered at site	7,484	36,528
Steel erected and partially riveted	1,370	15,000
Total estimated weight	65,000	

As shown by this statement, some 15,000 tons of steel have been erected. This covers both north and south approaches, and practically the entire north anchor arm.

Absolutely no difficulty was experienced in the field in the erection of this steelwork, and the contractor was able to keep up his schedule.

A start on the construction and erection of a duplicate erection traveller was made on the south side, and this will be ready for operation about the last of May, thus enabling the work to proceed simultaneously on both sides of the river during the coming season.

With this equipment the contractor expects to erect the greater part of the south anchor arm and north cantilever arm, or some 28,000 tons, before work closes down in 1915.

The shop drawings for the bridge are practically completed and approved, with the exception of those for the suspended span, and are far ahead of the requirements of the shop.

All of which is respectfully submitted.

C. N. MONSARRAT,
Chairman and Chief Engineer.

PART VI.

REPORT OF THE CHIEF ENGINEER OF THE DEPARTMENT

AND

Reports of the Superintending Engineers, Engineers in Charge, and Superintendents of the various Canals, the Engineer in Charge of the Car Ferry Terminals at Cape Tormentine, the Chief Engineer of the Hudson Bay Railway, the Engineer in charge of the Hudson Bay Railway Terminus at Port Nelson, the Engineer in Charge of the Dartmouth-Deans Branch of the I.C.R., and the Inspecting Engineer of the Department of Railways and Canals,

FOR THE YEAR 1914-15.

Ernest Marceau, Superintending Engineer, Quebec Canals.
C. D. Sargent, Superintending Engineer, Ontario-St. Lawrence and St. Peter's Canals.
A. T. Phillips, Superintending Engineer, Rideau Canal.
A J. Grant, Superintending Engineer, Trent Canal.
A. L. Killaly, Superintendent, Trent Canal.
J. L. Weller, Engineer in Charge, Welland Ship Canal.
L. D. Hara, Acting Superintending Engineer, Welland Canal.
J. W. LeB. Ross, Superintending Engineer, Sault Ste. Marie Canal.
F. B. Fripp, Engineer in Charge, Car Ferry Terminals, Cape Tormentine.
J. W. Porter, Chief Engineer, Hudson Bay Railway.
D. W. McLachlan, Engineer in Charge, Hudson Bay Railway Terminus, Port Nelson.
W. A. Hendry, Engineer in Charge, Dartmouth-Deans Branch, I.C.R.
Alex. Ferguson, Inspecting Engineer, Dept. of Railways and Canals.

REPORT OF THE CHIEF ENGINEER.

OTTAWA, April 1, 1915.

SIR,—I have the honour to submit my annual report for the fiscal year ending March 31, 1915.

Attached hereto will be found the annual reports of the superintending engineers of the several canals, the superintendent of the Trent canal, the engineer in charge of the Welland Ship Canal, the engineer in charge of the car ferry terminals at Cape Tormentine, the chief engineer of the Hudson Bay railway, the engineer in charge of the Hudson Bay railway terminus at Port Nelson, and the engineer in charge of the Dartmouth-Deans branch of the Intercolonial railway.

CANALS.

The through water route between Montreal, at the head of ocean navigation, and Fort William and Port Arthur, on the west shore of lake Superior, comprises 74 miles of canal with forty-eight locks and 1,155 miles of river and lake waters, or a total 1,229 miles. The minimum depth of water on this route is 14 feet. From Montreal to Duluth, on the southwest end of lake Superior, the total distance is 1,354 miles, and to Chicago 1,286 miles. A summary of this route will be found in part VII, together with details of the several works thereon. Connection is made with the Canadian Pacific railway for points west and south at Fort William and Port Arthur (6 miles apart). From Fort William, connection with the main line of the National Transcontinental railway is made by the branch line originally constructed by the Grand Trunk Pacific Railway, but now leased to and operated by the Canadian Government Railways.

On this through route the approaches to the canals and the channels of the intermediate river reaches are well defined and are lighted with gas buoys under the control of the Department of Marine and Fisheries, admitting of safe navigation, in the hands of competent pilots, both by day and night. The Lachine, Soulanges, Cornwall, Welland, and Sault Ste. Marie canals are lighted throughout by electricity, and electrically operated. The Farran's Point canal is lighted by acetylene gas.

Of the minor systems, the Murray, Trent, Rideau, and Ottawa River canals may be considered geographically as branches of the through east-and-west route. In operation, however, these canals serve a distinct traffic of a more local nature. Isolated from the systems just mentioned, the navigation of the Richelieu river, from its junction with the St. Lawrence at Sorel, to lake Champlain, is effected by means of the St. Ours lock and the Chambly canal; while in the extreme east the St. Peter's canal provides communication between the Bras d'Or lakes of Cape Breton island and the Atlantic ocean.

Detailed information respecting the several canals is contained in an appendix.

With the exception of the Trent canal, where the construction of an extension of the present system to an outlet on lake Ontario is still in progress, and the Welland Ship canal, fully described farther on in this report, the work executed during the past year has been almost wholly of the nature of improvements and repairs of existing works.

LACHINE CANAL.

The usual repairs incidental to the maintenance of the canal were attended to during the year. The more extensive improvements carried out include the completion of upwards of 3,000 feet of concrete wall in the upper reach of the canal, the rebuilding of the walls of the guide pier at the lower entrance to the new Lachine lock, and various improvements at lock No. 4. St. Gabriel shed No. 1 has been rebuilt in steel and is now under lease to the Canada Steamship Lines, Ltd.

SOULANGES CANAL.

Among the minor repairs of the year might be mentioned the revetting of the canal slopes with stone for a distance of over one-quarter of a mile east of the St. Ferreol bridge and the reconstruction of 3 miles of fencing. More extensive improvements carried out include the completion of the protection works at the upper entrance to the canal, and the rebuilding of the end of the lower entrance pier.

CHAMBLY CANAL.

The approaches to bridge No. 5, the reconstruction of which was completed last year, were raised to the new grade. At the electric station a small steel and reinforced concrete bridge was constructed over the tailrace of the weir. The old canal office was converted into a residence for the superintendent, and a new office erected. The upper sill and bottom of lock 3 were renewed in concrete. The work of macadamizing the road along west side of canal was commenced and more than half completed.

ST. OURS LOCK.

No repairs of special importance were required during the year.

STE ANNE'S LOCK.

This lock is now satisfactorily lighted by eight 60 c.p. lamps, current being supplied by the village of Ste. Anne de Bellevue. The upper pier between locks, which was commenced last season, was completed during the fiscal year. The eastern end of the guard pier forming the south side of the lower entrance was improved by the construction of a concrete wall all round the pier, connecting with the masonry wall already in existence.

CARRILLON AND GRENVILLE CANALS.

With the exception of the construction of a boulder retaining wall about 300 feet in length along the north side of the tow-path on the Grenville canal, and the rebuilding of three pairs of gates, no special repairs of importance were made during the year.

BEAUHARNOIS CANAL.

Two old wooden bridges which had fallen into bad repair were replaced by concrete pipe culverts to provide access by farmers to both sides of their properties. No other work beyond the usual small maintenance repairs was carried out.

CORNWALL CANAL.

During the past season a large amount of maintenance work was attended to such as repairs to retaining walls, renewals and repairs of gates, painting of canal buildings, and improvements to canal grounds. Among the more extensive works

carried out might be mentioned the construction of a concrete dam with a reinforced concrete service bridge across the head of old lock No. 19, the reconstruction in concrete of the old wooden service bridges over weirs at locks 18, 19 and 20, the replacement by concrete structures of the old wooden bridges over the intake to regulating weir at lock 17, and the renewal in concrete of the service bridge over weir in basin between locks 15 and 17, and the replacement by a reinforced concrete bridge of the old wooden bridge over the Stormont Electric Light and Power Company's weir. During the year also the contract with the Kennedy Construction Company for improving the lower entrance to lock 20 was satisfactorily completed. This work comprised the removal of the old cribwork entrance pier and the construction in place of it of a new and much larger concrete entrance wall by which the approach to the lock has been very much improved.

FARRAN'S POINT.

Repairs of a minor nature only have been made during the year, and include the relaying of portions of the stone protection walls along the sides of the canal and the thorough overhauling of the acetylene gas lighting plant.

RAPIDE PLAT CANAL.

The more important repairs and improvements carried out on this canal during the past fiscal year include the renewal in reinforced concrete of a portion of the old timber wharf below lock 23, the completion of the improvements to the lower entrance of lock 24 which were commenced in September, 1911, and included the widening and straightening of the canal and the construction of an approach wall on the north side of the entrance, the rebuilding of the stone protection wall on the south bank of the canal above lock 25 for a distance of upwards of one mile, and the completion under contract of the construction and erection at lock 28, of a steel bridge that can be swung across the lock in emergencies to facilitate the placing of a timber bulkhead.

MURRAY CANAL.

Small repairs and improvements only were made to this canal during the fiscal year, such as the painting of bridges and lighthouses, the erection of a small blacksmith's shop, etc.

RIDEAU CANAL.

During the past year the question of an adequate supply of water for this canal has been more than ever accentuated. This matter, however, is receiving careful consideration and it is hoped that the surveys which have recently been commenced will supply such information as will enable us to cope with this difficulty in the most efficient and economical manner.

The usual minor repairs incidental to the satisfactory maintenance of the canal were carried out during the year, such as repairs to lock gates, the renewal of bridge floors, pointing of masonry walls, repairs to roadways, etc. Among the more important works carried out might be mentioned the following: A concrete retaining wall upwards of half a mile in length was constructed during the winter along the west side of the canal between Laurier Avenue bridge and the head of the deep cut. At Hogsback lock station a lay-by pier 160 feet in length was built below the locks. At Burritts' Rapids lock station a portion of the retaining dam was rebuilt and the pier on the north bank of the river was reconstructed in concrete. The old stone lock house at this point was taken down and replaced by a new frame structure. At Merrickville the north wing wall of the upper lock was rebuilt in concrete and connected with the new concrete dam now under construction. This new dam, which

is still under contract, is nearly completed. At Smith's Falls a concrete wall, 80 feet in length, was constructed on the north side of the cut between the lock and the swing bridge. On the Perth branch of the canal the dredging and improvement of the channel between Dowsens and Perth was carried on in continuation of last year's work, which work it is expected to complete next season. At Davis's lock station, both wing walls, gate recesses, piers, and manholes were taken down and rebuilt with stone from our quarry at Westport. At Kingston Mills the circular concrete wall, the construction of which was in progress last season, has been completed.

TRENT CANAL.

The route of the Trent canal, as now in operation or under construction, lies between Trenton on the Bay of Quinte, where direct connection with lake Ontario is made, and Port Severn on Georgian bay, from which the waters of the upper Great Lakes are at once accessible. The portions of the canal now under construction lie between Trenton and Rice lake and between lake Couchiching and Georgian bay.

CANAL IN OPERATION.

In addition to minor repairs and improvements made during the fiscal year, the more extensive works carried out are as follows: The two north dams at Lovesick have been rebuilt, the canal entrance piers above Burleigh locks, the icebreaker pier at Buckhorn, and the south abutment at Bottle Lake dam. The old wooden swing bridge across the lower entrance to Lindsay lock, which failed in May, 1914, was temporarily repaired, and a steel swing span will shortly be erected to replace it. The dam at Hall's lake, which had become much dilapidated, was taken down and rebuilt in concrete, and the dam at Crab lake, which had also got past repair, was reconstructed in hewn timber. The old timber dam at Fenelon Falls was rebuilt in concrete, the work being under the supervision of the construction forces.

CANAL UNDER CONSTRUCTION.

Ontario-Rice Lake Division.—Under this division is included the portion of the canal which lies between Trenton and the easterly end of Rice lake, a total distance of 56½ miles. For construction purposes this division has been subdivided into seven sections or contracts. The line of the river Trent has been followed throughout, and this portion of the system when completed will comprise 9½ miles of canal, 13 miles of subaqueous channels, and 34 miles of deep river waterway. From the mouth of the canal at Trenton, where the waters of lake Ontario are connected with, to the normal navigation level of Rice lake, there is a total rise of 369 feet. This difference of level is to be overcome by eighteen locks. For the control of the river and canal levels, fourteen dams will be required. The locks have now all been completed and the lock gates have already been placed on the first six locks above Trenton. Work on the dams is now fully completed with the exception of five sluices in the bottom of dam 10. Of the nineteen bridges required on this division all have been completed except two. With one exception, viz., the Grand Trunk Railway high level bridge at Campbellford, they are all of either the swing or bascule type. The locks are constructed of monolithic concrete, 175 feet long and 33 feet wide, and provide for a depth of water on sills of 8 feet. The entire work on this division of the canal will, when completed, have involved the removal of about 1,500,000 cubic yards of earth and 1,250,000 cubic yards of loose and solid rock, and the placing of 400,000 cubic yards of concrete. The approximate total cost has been estimated at $5,100,000, about 92 per cent of which amount has been expended to date. More complete details in regard to the foregoing will be found in the annual report of the superintending engineer, appended hereto.

Severn Division.—Under this division is included the portion of the canal between lake Couchiching and Port Severn on Georgian bay, a total distance of 43 miles. In this distance will be included 4 miles of canal, 5¼ miles of submarine channel, and 33¾ miles of deep river and lake navigation. The rise of about 139 feet between the level of lake Huron and that of lake Couchiching will be overcome by five locks. For the regulation of the river levels, thirteen concrete dams will be required. The route will be crossed by eight steel bridges, five for highway and three for railway traffic. Five of these bridges will be fixed spans, and the remainder swing spans. For construction purposes this division has been subdivided into four sections, three of which are now under contract. On the Port Severn section, which comprises the construction of a lock 100 feet long and 25 feet wide, work is now well advanced, and it is expected that it will be fully completed early next autumn. On section No. 2, which comprises the construction of dams at Pretty channel and Swift rapids, and a lock and power-house at the latter point, together with the reconstruction of the Grand Trunk railway bridge at Ragged rapids, and extensive granite rock excavation, work is now well under way. Work has also been commenced on section No. 3, and when completed, will include the construction of one lock, two highway bridges, and one railway swing bridge, and the construction of several small dams.

Hydrographic Surveys.—During the past few years various surveys have been made with a view to the compilation of reliable charts covering the chain of lakes and rivers included in the Trent Canal system. So far as this work has advanced, the surveys have been plotted, and during the past year a start has been made on the final plans. With the completion of the Ontario-Rice Lake division, it is expected that more rapid progress on this work will be made, as the services of several members of the engineering staff will then become available.

WELLAND CANAL.

A number of somewhat heavy repairs were rendered necessary during the past year on account of accidents to gates from badly handled vessels; in the most serious of these, however, traffic was interrupted for only sixty-seven hours. A slide which occurred in the west bank of summit level completely blocked traffic for nearly four days. A dredging plant, which was available at Thorold, was able to render immediate assistance. Among the most important improvements carried out during the year on the new canal might be mentioned the placing of stone protection along certain portions of the summit level and the reconstruction in reinforced concrete of a number of wooden foot bridges and a road bridge. On the old canal the wooden highway bridge, over the hydraulic race at Thorold road, St. Catharines, was replaced by a reinforced concrete structure. A reinforced concrete high-level arch bridge of thirteen spans was completed at Ontario street, St. Catharines, over the old canal and raceways. At Thorold work was commenced on a concrete bridge of fixed span to replace the existing swing span over lock 24. In addition to the foregoing, a number of concrete foot bridges were constructed and a concrete highway bridge over the by-pass to lock 5. On the canal feeder, extensive repairs were made at Dunnville lock. The highway bridge at the Forks Road Crossing was repaired, and the abutments and centre pier renewed in concrete.

PORT COLBORNE ELEVATOR.

During the past year the government elevator handled 38,604,140 bushels of grain as against 21,441,826 in the previous year. The net earnings for the year amounted to $103,822.49, an increase of upwards of 100 per cent over the previous twelve months. The increase in business from year to year, ever since the elevator was erected in 1908, makes a very satisfactory showing. Construction work on the enlargement of the elevator, which when completed will give it a total capacity of 2,000,000 bushels, was carried on throughout the year.

WELLAND SHIP CANAL.

The work on the new Ship canal is divided into nine sections, numbered from the lake Ontario end of the canal. No additional sections have been placed under contract during the past year, but operations have been continuously under way on sections Nos. 1, 2, 3, 4A and 5, now under contract.

Sections Nos. 1, 2, and 3 extend over a distance of approximately 9 miles, or from the lake Ontario entrance of the canal, near Port Dalhousie, up to and through the town of Thorold, and include the construction of seven lift locks and the building of a short line of railway for the transportation of supplies during canal construction. Work on these three sections is progressing rapidly, the construction railway being completed and under operation. A rock crushing machine has been erected by the contractors for section three, and has been in operation for some time crushing stone excavated from this section for use by the contractors of sections 1 and 2 for concrete work.

The work on section 4A, consisting of the construction of a new supply weir opposite lock No. 25 on the present canal to supply water to the old canal in place of the one at Allanburg, and also the construction of two reinforced concrete culverts between the old and new canals to replace the open ditches at present existing, is now completed. Section No. 5 includes the widening and deepening of the existing canal between Allanburg and Port Robinson, or for a distance of about 2½ miles. The work on this section has been progressing rapidly.

In the annual report of the engineer in charge, appended hereto, are given very complete and interesting details in connection with all the work now in progress. An interesting description of the ship canal route and general arrangements is given in the report of the engineer in charge for the years 1912-13.

SAULT STE. MARIE CANAL.

The principal improvements carried out on this canal during the past year include the rebuilding with concrete front and back walls, with stone filling between, of 104 feet of the lower south pier, the completion of the concrete roadway from a point 200 feet east of the movable dam to the west end of the canal grounds, the renewal of eight new floats along the north side of the canal, and the building of a new house for the lookout station at Pointe aux Pins.

ST. PETER'S CANAL.

The present canal was operated throughout the season with the exception of two months from June 8, when it was closed to navigation to enable the construction of the new lock on its revised location to be proceeded with.

The work on the new lock was limited during the past season to that part of the construction which could be carried on apart from the unwatering of the work made possible by the closing of the present lock to navigation, and consisted principally of the excavation of the foundation for the west entrance concrete wall and the construction of some 400 feet of this wall.

The revised location of the new lock, due to the unsatisfactory nature of the foundation material developed by new borings taken early in 1914, ensures a satisfactory rock foundation, and will materially improve the operating facilities at the Atlantic entrance, although necessitating the suspension of navigation through the present lock during the construction period, a proceeding which the original location of the new lock rendered unnecessary.

RAILWAYS.

CAR FERRY TERMINALS, NORTHUMBERLAND STRAITS.

This undertaking comprises the construction of harbour works, landing piers, etc., at Cape Tormentine, N.B., and Carleton Point, P.E.I., a distance of 8 miles apart, and the building of about 3 miles of railway connecting the Cape Traverse branch of the Prince Edward Island railway with the Carleton Point terminal.

The dredging of the turning basin at Cape Tormentine has been continued during the past season, also the construction, filling and riprapping of the timber crib breakwaters, and the quarrying and placing of stone filling in the rubble mound breakwater, but the construction operations were greatly hampered by many storms, the summer season being an unusually stormy one even for the Northumberland straits. Stone for these purposes is obtained at Sackville, within 36 miles rail haul of the work.

At Carleton Point the work has progressed in the past season and a good start has been made on both the cribwork and the rubble mound breakwaters but, as at Cape Tormentine, the unprecedented stormy conditions of the construction season prevented the progress expected. Stone for filling is obtained by water transportation from two quarries distant about 40 miles from the site of the work.

Work on the Carleton branch line railway has advanced steadily, and 2¼ miles of track has now been laid, while only a small amount of grading remains to be done.

HUDSON BAY RAILWAY.

The final location of the railway into Port Nelson was completed in August last, the total distance between The Pas and Port Nelson being 424 miles, which distance is only 22 miles longer than an air line between these two points.

Grading has been completed ready for tracklaying up to mile 240, and the right of way has now been cleared to within a few miles of the second crossing of the Nelson river. Track is now being laid up to mile 220, and ballasted to mile 175, and the telegraph line also is complete up to this latter point. Seven water tanks have been erected during the season, three of which have been connected with a water supply. Revisions in location which have been made during the year will result in an estimated saving of $350,000.

HUDSON BAY TERMINUS.

Through navigation in 1914 opened late; the first arrival from sea having reached Port Nelson on August 13, the delay caused by ice conditions in Hudson strait.

The last sailing from Port Nelson took place on October 17; subsequent ice and weather conditions pointing to the feasibility of later sailings should such have been required.

Notwithstanding the short open season the shipping results may be regarded as highly satisfactory. Twenty-four passages through the strait were made by vessels under the control of this department, together with twelve other passages of which we have record, without serious accident of any kind. Many of these were made by vessels without special strengthening for navigation through ice.

Previous to the opening of navigation the working forces at Port Nelson were occupied in providing such accommodation as the circumstances permitted, for the reception of incoming freight and working forces, the shipping casualties of 1913 with resulting loss of materials and plant proving a serious obstacle. Adequate provision of wharves and trackage being ready when the steam lighters arrived, no difficulty was experienced in unloading the cargoes sent in. But little time remained for harbour construction, as practically all heavy plant was necessarily shipped knocked

down to be assembled at Port Nelson. A breakwater pier was carried out several hundred feet as an extension to wharf 3, which will give much needed shelter to the other works, before the freeze-up ended river work. Concurrently with the above work and during the winter the forces were engaged upon the assembling and construction of plant, construction of a dry dock, erection of shops, warehouses, and other buildings, together with lumbering operations on a tributary of the Nelson. The work of assembling the hydraulic dredge *Port Nelson* was completed during the season, and a test run confirmed the opinion of officials that the machinery had not been damaged when she was beached in the fall of 1913. It was, however, considered inadvisable to place her in the channel until after examination of her bottom in dry dock, particularly in view of the lateness of the season, which would render effective work impracticable.

Practically the whole of the plant required or the materials for its construction has now been forwarded to Port Nelson, though but little material for construction purposes will remain in stock when the navigation season of 1915 opens. This season's shipments will consist almost wholly of materials of construction, provisions, and commissary supplies.

DARTMOUTH TO DEANS BRANCH—I.C.R.

At the close of the fiscal year the total expenditure on this line amounted to 86½ per cent of the total estimated expenditure. The time-limit for the completion of the contract with Messrs. M. P. and J. T. Davis has been extended to 1st August, 1915. The work is now practically complete except for a small amount of finishing work on the grading, the construction of a few small culverts, the painting of some of the bridges, a small amount of ballasting, and a portion of the fencing.

SUBSIDIZED RAILWAYS.

During the past fiscal year, inspections of subsidized railways have been made by this department, aggregating in all, 2,515 miles of railway lines. Full details in regard to the lines covered by the inspecting engineer will be found in his annual report appended hereto. In addition to this, inspections for subsidy purposes have been made by other members of the engineering staff as follows:—

August 6, 1914: Ha Ha Bay railway—La Terrière Junction to lake Kenogami.

September 24, 1914: Alberta Central railway—Red Deer to Ullin.

October 2 and 3, 1914: Esquimalt and Nanaimo railway—Parksville Junction to Courtenay, and Hayward Junction to Cowichan.

I have the honour to be, sir,

Your obedient servant,

W. A. BOWDEN,

Chief Engineer.

A. W. CAMPBELL, Esq.,

Deputy Minister,

Department of Railways and Canals,

Ottawa.

REPORT OF SUPERINTENDING ENGINEER, QUEBEC CANALS.

MONTREAL, July 27, 1915.

SIR,—I have the honour to submit herewith my annual report on the works under my charge, for the fiscal year ended March 31, 1915.

The Quebec Canals division comprises the Lachine and Soulanges canals on the St. Lawrence route, the Ste. Anne's, Carillon and Grenville canals on the Ottawa river, and the St. Ours and Chambly canals on the Richelieu river.

Of these, the Lachine canal is by far the most important owing to its immediate connection with the harbour of Montreal.

LACHINE CANAL.

Length, 8½ miles; total rise, 45 feet; 5 locks, 270 feet by 45 feet; with 14 feet of water on sills; five old locks, 200 feet by 45 feet, with 9 feet of water on sills, still available to navigation.

OPERATION.

Navigation was carried on without interruption throughout last season, no accident of any importance having occurred between the opening, on the 27th April, and the closing, which took place on the 8th December, 1914.

REPAIRS AND RENEWALS.

There is not much to record under this head, beyond the usual maintaining in good order of the various structures: roads, banks, fences, buildings, etc., and the overhauling of all the spare gates, which must always be kept ready for an emergency.

Mooring posts.—One hundred cast-iron mooring posts, set in concrete, were placed at different points along both banks, superseding an equal number of old wooden posts.

Masonry and Concrete Work.—A number of cracked and broken coping stones on locks 2 and 4 were removed and replaced by reinforced concrete.

The top of the abutments of Wellington, Brewster and Cote St. Paul bridges, were rebuilt in reinforced concrete faced with steel plate, and the same was done for the east and west corners of the walls at the entrance to St. Gabriel basin No. 2.

New concrete foundations were built under the blacksmith shop and iron storehouse in the Mill Street yard.

Buildings.—Flour sheds Nos. 1 and 2, which had been more or less damaged by fire in April and August, 1914, were repaired and made available for use.

CAPITAL.

Concrete vertical walls.—This work, which is now completed, has been done under contract by Messrs. Quinlan and Robertson. The operations during the last fiscal year consisted in finishing some 3,000 lineal feet of concrete wall in the upper reach, the rebuilding of the walls of the guide pier forming the lower entrance to the new lock at Lachine. The projections in the rock supporting these walls, and which were a menace to vessels mooring in this entrance, were covered over with concrete.

Improvements at Lock No. 4.—This work is being done under contract by Messrs. Quinlan, Robertson and Miller. The old bank which obstructed the approach to the lock, has been dredged out, a portion of the concrete retaining wall was finished, and also the reinforced concrete arches forming the bridge over the supply weir which feeds the canal below the locks.

Vessels are now able to enter both locks without delay or fear of collision.

INCOME.

Rebuilding St. Gabriel Shed No. 1.—This shed, rebuilt in steel and concrete, was finished early in the year. It is leased to the Canada Steamship Lines, Ltd., and is sufficiently large to permit two steamers to load or unload at the same time.

DREDGING.

The dredging fleet was engaged from the 1st to the 26th May, 1914, in removing a certain quantity of clay and stone deposited in the channel during March and April, when the improvements to lock No. 4 were being rushed.

In the following month, some cleaning was done at Ste. Anne, in connection with the rebuilding of the head pier forming the upper approach to the lock, and also at the quarry wharf at Cascades Point.

During the rest of the season, up to November 14, it was engaged widening the channel at the upper entrance to the Soulanges canal, where protection works were being performed.

On the above date all the vessels started on the return journey to Montreal, where they went into winter quarters on the 30th of the same month.

Some dredging was also done in the basin located immediately south of the Central Vermont railway bridge, at St. Johns. This work was performed by the Chambly Canal dredge.

REPAIRS TO VESSELS.

The Quebec Canals dredging fleet comprises two steam tugs, the *Frank Perew* and the *Carillon*, one steam spoon dredge, one floating steam derrick, three dump scows, thirteen flat scows, and a floating storehouse.

All these vessels were carefully repaired after the close of navigation in 1914, and were in very good condition when work was resumed in May last.

During last winter, a new hull was built for our steam derrick, the old one being past repairing. The present one is 80 feet long, 30 feet wide, 7 feet deep. The machinery was overhauled and placed into it in April last.

Soulanges Canal.

Length, 14 miles; five locks, 270 by 45 feet; 15 feet of water on the sills; total rise, 84 feet.

OPERATION.

This canal was opened on the 27th April and closed on the 5th December, 1914, navigation being conducted without interruption throughout the season.

REPAIRS AND RENEWALS.

Locks.—Lock No. 1 was pumped dry during the winter for the purpose of renewing the two lower valves, which were leaking badly, and of replacing the gate pivot of the northeast leaf of the lower gate, which had been shattered.

A spare gate was also installed in place of the southwest leaf, which required repairs.

Mooring posts.—The enlarging of the concrete bases of the original cast-iron mooring posts was continued last year, twenty-five of them being so repaired.

Canal slopes.—A considerable quantity of stone, taken out of the canal quarry at Cascades Point, was deposited on the canal slopes for a distance of over 1,500 feet, east of the St. Ferréol bridge, and the top of the slope reformed and sodded.

Fences.—Three miles of fences have been renewed.

Buildings.—The canal timber stone which had been pretty seriously damaged during a wind storm on the 31st May, 1914, was put in good repair as soon after as possible.

Machinery.—An 8-inch centrifugal pump was added to the canal equipment during the winter, and was used in pumping lock No. 1 for repairs to the valves, etc., as stated above.

CAPITAL.

Protection works at upper entrance.—The piers and breakwater embraced in this contract, which were being constructed by Messrs. Haney, Quinlan and Robertson, were completed early in the summer. The widening of the new channel was continued by our dredging fleet, except on a small area where rock was encountered.

The removal of this rock was done under contract by the General Improvement and Contracting Co., Ltd.

Mooring posts.—Forty-two new cast-iron mooring posts, with concrete bases, have been set in the canal banks, in the vicinity of locks and bridges.

INCOME.

Rebuilding end of lower entrance pier.—As reported last year, the contract for this work was awarded to Messrs. Quinlan and Robertson, on the 26th September, 1913; and the contractors could only perform preparatory work before the closing of the season.

Operations were resumed early in the spring of 1914, and the contract completed early in the fall.

STE ANNE'S LOCK.

Length, half mile; one lock, 240 by 45 feet; with 9 feet of water on the sills. Old lock still available, 200 by 45 feet, with 6 feet of water on the sills; total rise, 3 feet.

OPERATION.

This lock was opened on the 27th April, and closed on the 3rd December, 1914, navigation being conducted without interruption during that whole season.

REPAIRS.

The chief items of repairs executed during the year were as follows:—

The masonry wall on both sides of lower entrance was repointed.

The upper guard pier, which had been damaged by fire, was repaired; 600 lineal feet of booms were overhauled.

The residences of the overseer and statistical officer were given two coats of paint.

Several large boulders, which had drifted into the channel above the lock, were removed.

Electric lighting.—This lock is now electrically lighted by means of eight 60 c.p. lamps, so placed as to satisfactorily light both sides of each pair of gates.

The current is supplied by the corporation of Ste. Anne de Bellevue.

INCOME.

Upper pier between locks.—This work, commenced in the fall of 1913, was completed during the summer of 1914, by the Montreal General Contracting Company.

The same firm were also awarded a contract for the renewing of the eastern end of the guard pier forming the south side of the lower entrance.

The old cribwork was removed from the top to 1 foot below low-water line, and replaced by a concrete wall all around the pier, which was joined with the masonry wall already existing.

The work was completed at the same time as the contract for the upper pier.

Mooring posts.—The old wooden mooring posts on the lower entrance guard pier, eighteen in number, were replaced during the summer of 1914 by cast-iron nigger heads set in concrete bases.

Carillon and Grenville Canals.

Carillon canal: Length, three-quarter mile; two locks, 200 by 45 feet; with 9 feet of water on the sills; total rise, 16 feet.

Grenville canal: Length, 5¾ miles; five locks, 200 by 45 feet, with 9 feet of water on the sills; total rise, 45¾ feet.

OPERATION.

These canals were opened on April 29, and closed on November 28, 1914. No interruption to navigation has occurred during the season.

REPAIRS.

The only items of work worth mentioning which were performed here during the year, were the rebuilding of three pairs of gates for locks Nos. 2, 4 and 7, and the construction of a boulder retaining wall, some 300 feet in length, along the north side of the towing path on the Grenville canal.

All the structures, buildings, fences, roads, etc., on both canals have been kept in good repair throughout the year.

ST. OURS LOCK.

Length, one-eighth mile; one lock, 200 by 45 feet; with 6½ feet of water on the sills; rise, 5 feet.

OPERATION.

This lock was opened to navigation on the 1st May, and closed on the 30th November, 1914. No accidents or interruption of the traffic occurred during the season.

REPAIRS.

Besides the work of general maintenance, there is nothing to record here, except the rebuilding of one pair of spare gates, and the putting of them in position on the lock.

Chambly Canal.

Length, 12 miles; nine locks, 118 by 22½ feet; with 8½ feet of water on the sills; total rise, 74 feet.

OPERATION.

This canal was opened on the 1st May, and closed on the 1st December, 1914; no interruption to navigation occurred between these two dates.

REPAIRS.

The most important works performed under this heading, during the fiscal year, were the following:—

Bridge No. 5.—This bridge had been renewed in 1912-13, and placed at a higher elevation than the old one. It was therefore necessary to raise its approaches, which was done early in the spring of 1914.

Bridge at Electric Station.—A small steel and reinforced concrete bridge was built over the tail-race of the weir here.

Dredging.—Considerable dredging was done in the entrance of the canal along the main pier and also along a small wharf on the west side, where the depth of water is now 8 feet, which permits tows to make the entrance locks with ease.

Buildings.—The lock houses at locks Nos. 4, 5, 6, 7, 8 and 9, and the bridge houses at bridges 7 and 8, were overhauled and painted.

The old canal office was converted into a residence for the superintendent, and a new office provided both for the superintendent and his staff and the statistical officers.

Another old building, formerly used as an electric power-house, was repaired, and is now being used as a lodging by the assistant electrician.

Locks.—The upper sill and bottom of lock No. 3, which were in very bad condition, were renewed in concrete. A serious leak which had developed through the western side wall of lock No. 8 was stopped by removing part of the old masonry and replacing it with concrete.

The upper sill of this lock, as well as that of lock No. 7, was also repaired in the same manner.

Considerable work was done in rebuilding the wharf at lock No. 2, and in repairing the portion of the wharf in the upper entrance, which has not yet been rebuilt.

INCOME.

Lock-gates.—Under the head of income, a pair of lock gates was built during the year, and put in position at lock No. 6.

Road along west side of the canal.—The contract for the supply of crushed stone for the macadamizing of the northern section of this road was awarded to Mr. Marcel Bessette, on July 9, 1914.

The contractor having experienced considerable difficulty in procuring and installing his crushing plant, the first delivery of stone took place towards the end of August, and, as a consequence, only two-thirds of the work could be done before the close of the season; the balance will be completed during 1915-16.

BEAUHARNOIS CANAL.

This canal has been under lease to the Canadian Light and Power Company since 1907, and is no longer under the direct control of the department. Some works connected with it are, however, still maintained by us.

REPAIRS.

Hungry Bay Dyke.—The usual work of maintenance, such as cutting the weeds, cleaning the side ditches, filling up the ruts in the roadway, repairing the shore protection walls, etc., was performed during the year. In addition, two large concrete pipe culverts were provided to give farmers access to their farms. These concrete pipes replaced old wooden bridges which were decayed.

INCOME.

Surveys and Inspections.—During the last fiscal year, a number of surveys were made in connection with claims for damages, applications for leases, power plants on the Lachine canal, etc.

The plotting on paper of the Soulanges canal survey notes was completed.

The works under the heads of Capital and Income, on the Lachine canal, are under the immediate supervision of Lt.-Col. H. R. Lordly, C.E.; and Mr. L. S. Parisau, C.E., is in charge of Capital and Income work on the other canals of this division.

I have much pleasure in stating that both of these gentlemen and the staffs under them have discharged the duties entrusted to them during the last year in a manner very creditable to themselves.

I have the honour to be, sir,

Your obedient servant,

ERNEST MARCEAU,
Superintending Engineer, Quebec Canals.

REPORT OF SUPERINTENDING ENGINEER, ONTARIO-ST. LAWRENCE CANALS.

CORNWALL, April 1, 1915.

SIR,—I have the honour to submit my annual report on the maintenance and operation of the Ontario-St. Lawrence canals for the fiscal year ending March 31, 1915.

The Ontario-St. Lawrence canals comprise the Cornwall canal, the Farran's Point, Rapide Plat and Galops canals, known collectively as the Williamsburg canals, the north channel below Prescott on the river St. Lawrence, and the Murray canal between the head of the bay Quinté and Brighton bay on the north shore of lake Ontario.

CORNWALL CANAL.

Length, 11½ miles; total rise, 48 feet; six locks, 270 feet by 45 feet, with 14 feet of water on sills; and one pair of guard gates above lock No. 20 at the foot of the summit level.

OPERATION.

The Cornwall canal was opened for the season's navigation on April 27, and closed on December 12, and was operated throughout the season without any serious accident or damage to locks, and without any delay to navigation.

The first boat for Montreal to pass through the canal was the *Senator Derbyshire* on April 27, carrying 1,720 tons coal; and the last boat for Montreal was the *Port Dalhousie* on December 12, carrying 75,000 bushels of wheat.

During October, November, and December, navigation was considerably hampered by the extreme low water in the river, and many of the large vessels were loaded to slightly less than 14 feet as a measure of safety.

Accidents.—On May 29, the steamer *Avon* downbound, struck and slightly damaged the lower gates at lock No. 15. On August 29 the steamer *Keyvive* upbound, approaching the guard gates above lock No. 20 swung out of her course and struck the timber cribwork on the north side below the gates, completely demolishing the end of pier down to the water line. On October 26 the steamer *John Lambert* downbound, struck and damaged the southwest entrance wall at lock No. 19.

In each case the damage was promptly repaired and the cost defrayed by the owners of the boat.

Renewals and Repairs.—While the canal was unwatered previous to the opening of navigation, the old gates, timber platform and mitre sills at the head of old lock No. 19 were removed, and a concrete dam, surmounted by a reinforced concrete service bridge, was constructed across the lock in the upper recess.

Extensive repairs were made to the concrete slope walls of the tail-race from waste weir south of lock No. 17.

Some 930 lineal feet of stone protection on north bank west of Cornwall bridge was rebuilt and faced with concrete, and the upper portion of bank trimmed and sodded.

On April 24 the north upper gate at lock No. 18 was taken out, a broken step removed and replaced with a new one, and gate restepped.

New upper bars and foot bridges were placed on the guard gates above lock No. 20.

The old gate in south bay of the weir at this place was removed and a new gate stepped.

Necessary pointing was done at locks Nos. 15, 18 and 19.

All of the standing lock gates on the canal received one coat of paint, and the operating machinery and valves in both lock gates and supply weirs were thoroughly overhauled and repaired, and the machinery painted.

During the season the old wooden service bridges over the weirs at locks Nos. 18, 19 and 20, as well as the timbers carrying the valve machinery, all of which were badly decayed, were removed and rebuilt in concrete. The new structures, besides being permanent, present a very neat and workmanlike appearance.

The old wooden bridges over the Stormont Electric Light and Power Company's weir, the intake to regulating weir at lock No. 17, and the regulating weir in basin between locks Nos. 15 and 17, were also removed and rebuilt with reinforced concrete.

Ten cast-iron mooring posts set in concrete bases were placed on the south bank between lock No. 17 and Cornwall bridge, five on the south bank east and ten on the south bank west of the guard gates above lock No. 20. Five of smaller size were also placed on north entrance pier below lock No. 18.

Extensive repairs were made to the stone protection on the banks; in all, about 5,000 lineal feet, was thoroughly overhauled and relaid.

About 400 lineal feet of new fence was constructed, and about 4,000 lineal feet of old fencing was thoroughly repaired and rebuilt.

The cribwork at lower entrance to lock No. 21 was rebuilt above water line, and extensive repairs made to the cribwork entrance pier below lock No. 19.

The cribwork below the guard gates on the north side, damaged by steamer *Keyrive* on August 29, was also rebuilt.

One section of the floating boom at the head of lock No. 21, 95 feet long, which had been broken during the season, was placed in the repairing basin at the close of navigation, and rebuilt during the winter.

Minor repairs were made to concrete ways in the lower level of repairing basin, and four ways on the upper level on the north side were extended a distance of 20 feet.

All of the buildings along the canal received one coat of paint.

The scows, derrick, stone-crusher and other floating plant received necessary repairs and were kept in good condition.

One pair of gates, removed from lock No. 15 in December, 1913, were placed in repairing basin and thoroughly repaired and painted.

The upper gates removed from old lock No. 19 when concrete dam was constructed across this lock, and for which there was no further use, were placed in repairing basin, taken apart, and the sound timber sawn into plank and placed in stock.

The grounds and flower beds at the various locks and parks along the line of canal were kept in first-class condition, and presented a very attractive appearance throughout the whole season.

Ordinary repairs to lock gates, fences, banks, and stone protection were promptly attended to, as well as the cleaning of ditches, cutting of weeds, etc.

The work under contract with Mr. G. R. Phillips, for the improvement of the lower entrance to lock No. 15, was finally completed in a satisfactory manner in June, 1914. The final estimate has been paid.

The work, as completed, provides a safe and easy approach to this lock from the river, and also provides increased harbour room for vessels waiting to pass through the canal.

The contract entered into with the Kennedy Construction Company for improving the lower entrance to lock No. 20, work on which was commenced in December, 1913, was satisfactorily completed in May, 1914, and the final estimate paid.

This work, which provided for the removal of an old cribwork entrance pier and the construction of a new and much longer concrete entrance wall, has greatly improved the lower entrance to this lock.

The survey work for the purpose of obtaining elevations of the ground along the north side of the St Lawrence river, to determine the feasibility of constructing a ship canal between the deep water below Prescott and a point at or near the mouth of the Ottawa river, was continued till August 31, when the field work being completed, the survey party engaged on this work was disbanded. Much valuable information has been obtained, and although since the above date, owing to the press of other work, nothing further has been done, it is proposed, when possible, to continue the work of making general plans, profiles, and approximate estimates.

The Williamsburg Canals.

Farran's Point Canal: Length, 1⅛ miles; total rise, 4 feet; one lock, 800 feet by 50 feet.

Rapide Plat canal: Length, 3¾ miles; total rise, 11½ feet; one lift and one guard lock, each 270 feet by 45 feet.

Galops Canal: Length, 7¼ miles; total rise, from 15 feet in high water periods to 18½ feet in low-water periods; one lift lock 800 feet by 50 feet; one guard lock 270 feet by 45 feet; and one lift lock 326 feet by 45 feet near the head of the canal for the passage of vessels around the Galops rapids.

The Farran's Point and Rapide Plat canals were opened for the season's navigation on April 27, the Galops canal on April 23, and all were closed on December 14. They were operated throughout the season without serious damage and without any delay to navigation.

Accidents.—On May 1, the steamer *Canobia,* owned by the Wilson-Patterson Co., entering lock No. 24 at too high a rate of speed, collided with and slightly damaged the upper gates.

On May 30, the steamer *Keywest,* owned by the Keystone Transportation Co., entering lock No. 27 at too high a rate of speed, struck and slightly damaged the south lower gates.

On July 19, the steamer *Robert R. Rhodes,* owned by F. E. Hall & Co., entering lock No. 22, Farran's Point, in an extremely careless manner, struck the upper gates, partially unmitred them, and broke a suspension rod. This was a very narrow escape from a most serious accident, there being only one lock in this canal, with no guard gates.

Fines were imposed in each of the above cases, and these, as well as the cost of repairing damages, were promptly paid by the owners of the vessels.

RENEWALS AND REPAIRS.

Farran's Point Canal.—Portions of the stone protection on both sides of the canal were relaid. About 500 lineal feet of stone protection on the river side of canal was placed. A new coal and oil house was placed in position near the lock-house. The acetylene gas lighting plant was thoroughly overhauled and necessary repairs made.

Rapide Plat Canal.—The water in this canal was lowered before the opening of navigation, and the bottom portion of the stone protection on the south bank for a distance of about 1 mile was rebuilt, and the upper portion completed during the season. The stone protection on the north side of canal was also relaid for a considerable distance.

The coping of the masonry entrance wall below lock No. 23 on the north side was lifted, broken stones redressed, and the whole relaid and reinforced behind with concrete.

The coping stones on the high-level wing wall at the foot of this lock on the north side, displaced and broken by the steamer *Toiler* the previous season, were lifted, redressed and reset, and reinforced behind with concrete. Several broken stones in coping of the south entrance wall at the head of this lock were taken out and replaced with new stones. The repairs to these walls were all made before the opening of navigation.

New sills and concrete foundations were placed under lockhouse at this lock, and a new oil house was taken from Cornwall and placed in position on concrete piers, the old one, which was past repair, being torn down.

Some 95 lineal feet of the old timber wharf immediately below old lock No. 23, which was badly decayed and unsafe for use, was removed to low-water level and rebuilt in reinforced concrete.

An addition, 14 feet by 26 feet, was added to the north end of the carpenter shop at Morrisburg, to be used as a storehouse, and the offices on the upper floor of this building were rearranged to suit.

A pair of spare gates for the upper recess of lock No. 23 were built in the repairing basin at Cornwall, and will be taken to place after the opening of navigation, and held in reserve. Spare gates had never before been provided for the upper recess of this lock.

The work of improving lower entrance to lock No. 24, under contract with Messrs. Roger Miller & Sons, and which was commenced in September, 1911, was finally completed in a satisfactory manner on August 1. The work as completed has greatly improved the approach to this lock from below.

Galops Canal.—The stone protection on the south bank above lock No. 25, for a distance of about 1 mile, was completely rebuilt.

A concrete sidewalk, 200 feet in length, was constructed in front of the lockmen's houses south of lock No. 25.

The two large valves on the north side of lock No. 25, used in filling the 500-foot chamber of this lock, and which had been removed and repaired in the machine shop at Cornwall, were restepped in position before the opening of navigation, and are working in a satisfactory manner.

A pile bent foot bridge, 135 feet in length, was constructed over the old canal at the west end of the village of Cardinal, giving access to the south bank between old lock No. 26 and locks Nos. 27 and 28 at the head of the canal.

A tile drain, 600 feet in length, was laid from the catch-water ditch on the south side of the deep cut west of the Cardinal bridge to carry drainage to the old canal.

The work of pointing the lock and wing walls at locks Nos. 27 and 28 was continued throughout the season.

Six cast-iron mooring posts, set in concrete bases, were placed on the north side of lock No. 27.

A pair of spare gates for lock No. 27 were thoroughly overhauled and repaired, and the design of the hanging gear changed to conform to the standard now in use. These gates will be placed in position before the opening of navigation.

On December 31, 1913, a contract was entered into with the Dickson Bridge Company for the construction and erection of a steel bridge to be swung across the lock for the purpose of lowering the lattice steel girders designed to be placed in case of emergency, in the stop-log checks at head of lock No. 28, furnishing support for a timber bulkhead across the lock.

The contract with the Bridge Company was completed in a satisfactory manner on June 11, 1914, and the final estimate has been paid.

The bridge rests on a small flat car, supported by a steel turntable, on a concrete base, and is connected with the north coping of lock by a short section of track. Winches for lifting and lowering the girders have been placed on small cars on the swing bridge, and the girders have been placed on the south side of the lock and rest on concrete ways connecting with the south coping, on which the girders can be rolled out to a position under the lifting winches. The timbers for the bulkhead have been provided, as well as tools and other accessories, all of which are stored in a building erected for the purpose south of the lock, and the whole is now complete and ready for operation, should it be required. With the exception of the construction of the swing bridge and the three lattice steel girders, all of the work has been done by the repair staff.

GENERAL.

All of the buildings and standing gates along the canals received one coat of paint.

Ordinary repairs to gates, buildings, bridges, weirs, and banks were promptly attended to, as well as the cleaning of ditches, cutting of grass, weeds, etc.

The grounds around all of the locks are being gradually levelled up and seeded. The flower beds were neatly kept, and a large number of small trees and shrubs were planted at various places along these canals.

A new scow, 18 feet by 44 feet, was built at the Cornwall shops to replace the old one carrying the boarding-house used by the regular repair staff on these canals. The old scow, after the boarding-house was transferred, received some repairs and is now being used for light repair work on the Galops canal.

At the request of the officer in command of the troops guarding the canals, temporary electric lights were placed along the north side of lock No. 23 at Morrisburg, and on both sides of lock No. 25 at Iroquois in August last.

These lights, while proving of great assistance to the military guard at night, are also of great value to vessels using these locks, and I would earnestly recommend that these be made permanent, and that these two locks, as well as the locks at the head of the Galops canal, be fitted with electric power for the opening and closing of the gates. The cost of doing this would be comparatively small, since the machinery removed from the old locks on the Cornwall canal, now closed permanently, could be readily adapted to these locks.

Owing to the extreme low water in the river during the latter part of the season it was necessary at times for downbound vessels, drawing more than 13½ feet of water, to make use of the Rapide Plat canal.

The upper entrance to this canal, in its present condition, is not safe for the approach of vessels of the larger class, as I have frequently reported, and should receive immediate attention.

Vessels entering this canal from above are obliged to make a wide turn into the bay above the entrance, and come to a full stop alongside of the shore, and headed up stream. After putting out lines they are again obliged to turn around before they can approach the lock. The whole manœuvre, to be successfully accomplished, depends largely on the good judgment of the pilot in charge, and vessels are sometimes carried around the head of the entrance pier, and have difficulty in getting back to the entrance.

On October 25, the steamer *Beaverton*, while attempting the entrance, was carried around the pier, but succeeded in coming to anchor on the outside of the canal bank just above the rapids. She was released three days after with the assistance of two tugs sent from Montreal for the purpose, and towed up the river and into the canal.

The day before the accident to the *Bearerton*, the steamer *MacTier* made the same miss, but fortunately had power enough to get back up the current, and made the entrance successfully on the second attempt.

Surveys and estimates for the improving of this entrance have been made and sent to the department.

MURRAY CANAL.

Length of canal proper, 5¾ miles, including dredged entrances, 10 miles. Depth of water, 11 feet at low-water stage, lake Ontario.

The canal was opened for navigation April 21, and closed December 8, and was operated throughout the season without accident or delay to navigation.

RENEWALS AND REPAIRS.

All of the bridges on this canal (4) and the lighthouses on the entrance piers, received one coat of paint.

Some necessary papering and painting was done to the inside of bridgemaster's house at the Canadian Northern railway bridge.

A new cistern was built at the Overseer's house at Smithfield road bridge.

A blacksmith shop, 12 feet by 12 feet, was erected on the rear of the storehouse and carpenter shop.

All necessary repairs were made to bridges, stone protection, banks, and roads, and all catch-water ditches were kept clean and in good repair, grass and weeds kept cut, and banks generally were kept clean and neat.

Attached to this report are statements of fines and damages collected during the year, and record of highest and lowest water in river at each of the canals.

I have the honour to be, sir,

Your obedient servant,

C. D. SARGENT,

Superintending Engineer.

*Statement of Fines and Damages in connection with "Ontario-St. Lawrence Canals" for the Year ending March 31, 1915.

CORNWALL CANAL.

Lock.	Date.	Name of Vessel.	Damage.	Fine.	Name of Owner.	Remarks.
			$ cts.	$ cts.		
15	May 19	Steamer Avon	12 07		John Hanman	Paid June 15.
20	Aug. 23	Steamer Simla		25 00	Montreal Transportation Co	" Sept. 12.
G. Gates.	" 29	Steamer Keyvive	179 68		Keystone Transportation Co	" Nov. 4.
19	Oct. 26	Steamer John Lambert	74 87		Great Lakes & St. Law. T. Co	" Nov. 20.

WILLIAMSBURG CANALS.

24	May 1	Steamer Canobia	14 85	15 00	Wilson-Patterson Co	Paid May 7.
27	" 30	Steamer Keywest	18 33	10 00	Keystone Transportation Co	" July 13.
22	July 19	Steamer Robert R. Rhodes	22 35	15 00	F. E. Hall & Co	" Aug. 27.

RECORD of Highest and Lowest Levels of Water on the "Ontario-St.Lawrence Canals" for the Year ending March 31, 1915.

Months.	CORNWALL CANAL.				FARRAN'S POINT CANAL.				RAPIDE PLAT CANAL.				GALOPS CANAL.				LIFT LOCK.		MURRAY CANAL.	
	Lock 15.		Lock 21.		Lower Lock 22.		Upper Lock 22.		Lock 23.		Lock 24.		Lock 25.		Lock 27.		Lock 28.			
	High.	Low.	High.	Low.	High.	Low.	High.	Low.	High.	Low.	High.	Low.	High.	Low.	High.	Low.	High.	Low.	High.	Low.
1914.	Feet.	Feet.	Feet.	Feet.	Feet.	Feet.	Feet.	Feet.	Feet.	Feet.	Feet.	Feet.	Feet.	Feet.	Feet.	Feet.	Feet.	Feet.	Feet.	Feet.
April	18·9	16·1	16·7	15·7	18·8	18·1	18·8	18·0	18·5	17·1	17·8	16·4	22·9	20·0	17·3	15·4	18·2	16·0	14·2	13·5
May	16·3	15·8	16·7	16·0	19·0	18·4	19·2	18·6	18·7	17·8	18·2	17·2	22·0	20·6	17·7	16·3	17·9	16·5	14·2	13·7
June	16·2	15·7	16·6	16·0	19·0	18·3	19·2	18·5	18·6	18·0	18·1	16·6	21·5	20·4	16·9	16·0	18·0	16·7	14·3	13·8
July	16·1	15·6	16·4	15·9	18·8	18·4	19·0	18·0	18·5	17·6	17·8	16·6	21·2	20·4	16·8	16·2	17·8	17·2	14·2	13·9
August	15·8	15·4	16·3	15·5	18·6	17·9	18·8	18·0	18·0	17·1	17·4	16·7	20·7	19·8	16·9	15·9	17·6	16·6	13·9	13·5
September	15·6	15·0	16·2	15·4	18·4	17·6	18·6	17·8	17·8	16·9	17·4	16·2	20·8	19·5	16·3	15·6	17·1	15·6	13·7	13·0
October	15·8	14·6	15·6	15·0	17·8	17·1	18·0	17·3	17·1	16·4	16·8	15·8	20·2	18·7	16·4	14·7	17·0	15·6	13·1	12·3
November	15·1	14·4	15·8	14·8	17·8	16·8	18·0	17·0	17·6	15·2	17·2	15·2	20·4	18·3	17·3	14·5	17·2	14·9	12·8	12·0
December	19·4	14·0	16·0	13·7	17·2	15·6	17·6	15·9	17·9	14·7	17·0	13·6	19·7	17·4	17·7	14·0	17·5	14·0	12·5	12·0
1915.																				
January	20·9	16·5	15·1	14·0	17·2	16·3	17·4	15·9	16·9	15·2	15·5	14·7	18·6	17·8	15·0	14·1	15·4	14·2	12·5	12·0
February	23·7	18·3	15·9	14·1	17·5	16·5	17·7	16·7	17·0	15·2	15·6	13·2	18·3	16·2	14·8	13·8	15·3	13·8	12·5	12·3
March	18·9	14·9	16·7	15·0	18·6	17·1	18·9	17·3	17·0	16·0	16·0	15·0	19·2	18·4	15·5	14·6	15·8	15·0	12·6	12·3

REPORT OF SUPERINTENDING ENGINEER, ST. PETER'S CANAL.

CORNWALL, April 1, 1915.

SIR,—I have the honour to submit my annual report on the St. Peter's canal for the fiscal year ending March 31, 1915.

The canal was opened for the season's navigation on April 29, and closed on December 26.

The total number of vessels of all classes which passed through the canal was 1,648, of which 1,138 were registered and 510 unregistered.

The unregistered vessels were chiefly fishing boats and other small craft measuring from 2 to 10 tons burden.

On November 10 the steamer *Douglas H. Thomas,* while entering the lock from St. Peter's bay, collided with and slightly damaged one of the gates. The cost of repairs, amounting to $10.80, was paid by the master of the vessel.

In June, a diver was employed for several days removing, repairing and replacing toe rollers, cleaning out lock bottom, and generally overhauling the valves, etc.

Some repairs were made to the circle of the swing bridge.

The swing bridge over the canal near the north end is a wooden structure, and has been in operation, I believe, nearly forty years. It is in very bad condition and will certainly have to be replaced with a new bridge very shortly.

IMPROVEMENTS.

The works of improvement, as designed, consist of the construction of a new lock and entrance at the Atlantic end of the canal.

This work, which is under contract with Mr. W. H. Weller, of St. Catharines, Ont., was commenced on May 4, 1912, and was carried on throughout the seasons of 1912 and 1913. Operations for the season of 1914 were resumed on June 8, and carried on till December 19, when the works were closed down for the season.

As a result of new borings taken in February, 1914, to more accurately determine the surface of the rock, it was found that by far the greater part of the new lock, as designed, would not rest on solid rock.

In view of this fact it was considered advisable by the department to adopt a new location for the lock and make a radical change in the location of the entrance. The change, however, will materially improve the Atlantic entrance, from an operating point of view. A supplemental agreement to the contract was accordingly drawn up embodying these changes, and signed by the contractor on June 17, 1914, authority for this having been given by Order in Council dated June 5, 1914.

The changes decided upon necessitated the closing of the canal to navigation for one year, and work under the new conditions was resumed, as above stated, on June 8, and the contractor immediately commenced making preparations for the unwatering of the canal.

On the outbreak of the present European war it was considered advisable by the department to keep the canal open for navigation, and orders to this effect were issued on August 11, 1914, and the contractor stopped all work in connection with the unwatering of the canal.

The work of excavating for a portion of the west entrance wall was continued, however, with the result that, when the works were closed down for the season, 400

lineal feet of this wall, containing 4,200 cubic yards of concrete, had been constructed. The excavation for this wall, amounting to about 36,000 cubic yards, was carried on under adverse conditions owing to the lack of room to successfully operate the plant, and excessive leakage from the canal after the excavation had reached a considerable depth.

Considerable time also was lost in procuring suitable gravel in sufficient quantity for the concrete work, and one after another of the lake beaches were abandoned, good gravel being finally located in quantity in St. Peter's bay.

Confidently expecting that a sufficient quantity of suitable gravel could be obtained in the Bras d'Or lake, the contractor erected a large plant for the handling of gravel and the mixing of concrete at the north or lake entrance to the canal. This plant worked very satisfactorily, but in view of the fact that the remainder of the gravel will be obtained in St. Peter's bay, this plant is now being dismantled and transferred to the Atlantic entrance to the canal.

On the whole, a fair amount of work was accomplished under the existing conditions.

Until such time as the canal may be closed to navigation and unwatered, the only works of consequence which can be carried on are the trimming of the high upper slope and berme on the west side of canal and the placing of a quantity of back-filling in rear of concrete wall constructed.

I have the honour to be, sir,

Your obedient servant,

C. D. SARGENT,

Superintending Engineer, Ontario-St. Lawrence Canals.

REPORT OF SUPERINTENDING ENGINEER, RIDEAU CANAL.

OTTAWA, April 1, 1915.

SIR,—I have the honour to submit herewith, my report on the Rideau canal for the fiscal year ending March 31, 1915.

Navigation opened at Ottawa on May 1, 1914.
Navigation opened at Kingston Mills on May 1, 1914.
Navigation closed at Ottawa November 30, 1914.
Navigation closed at Kingston Mills November 17, 1914.

The unusually dry season last year was the cause of Lower Rideau lake falling below standard navigation depth, about the middle of October, navigation being thus partially interrupted for the last six or seven weeks of the season.

The question of water supply for dry seasons is getting to be more serious year by year, as the rain and snowfall for the past two years has been far below normal; and I trust that the department will shortly make arrangements to reconstruct some of the old reservoir dams that have for many years past been disused, in order to retain water to feed Rideau lake in dry seasons.

This will, of course, revive many claims for drowned lands; but if the canal is to be maintained, it appears to me that this situation must be considered.

The spring freshet has not yet commenced this year; but nearly all the snow has gone and the water has been gradually running away without the ice moving, so that, from present indications, there should be no flood at all this year.

I am, however, concerned at the present prospects for filling up Rideau lake by May 1, as the water is 4 feet below the required spring height at the present time; and, as above stated, the snow is nearly all gone, so that unless we have heavy rain or snow during the month, it is difficult to see where enough water is coming from to fill this lake (which is the sole reservoir from Smith's Falls to Ottawa). I have, of course, cautioned our officials at each storage point, to put in stoplogs and save all the water possible; but the conditions at the present time, added to those of last summer, are abnormal, so that we are faced with a situation of exceptionally low water everywhere, together with no snowfall worth mentioning last winter to fill up our levels for the spring. However, I trust matters will mend in this respect soon.

The total number of lockages throughout the whole canal at all the lock stations was 41,487, as against 38,190 in 1913, an increase of 3,297; but this increase occurred between Ottawa and Long Island, and also at Poonamalie Lock station, and is largely due to the ever-increasing number of motor-boats. At Poonamalie lock, particularly, the number of lockages in 1914 amounted to 6,861, an increase of 1,259 over 1913. Throughout the rest of the line of the canal the number of lockages at the various stations was about the same as last year.

The principal works and repairs carried out along the line of the canal during the past fiscal year were as follows:—

Ottawa Lock Station (eight locks, one basin).—A new pair of lock gates was framed and hung in lock No. 1. New swing beams were placed on the upper gates of lock No. 8, and four new sluice frames were put in. A new upper mitre sill of concrete faced with steel plate, was put in lock No. 2. About 450 feet of wharf on the north side of the basin was rebuilt; and repairs were made to portions of the roadway round the basin. A new sidewalk was built in front of some of the wharf lots on Canal street. Repairs were made to the upper lock flats, which were regraded and sodded,

and new concrete beds were laid for the crabs. A new hardwood floor was laid in the mens' room in the lock house. Sundry small repairs were made to the sluices and lock machinery.

A new concrete retaining wall, 2,475 feet long, was built last winter on the site of the old timber piling extending from Laurier bridge to the head of the Deep Cut, along the west bank of the canal; and a substantial iron railing was erected along its coping, throughout its entire length.

Ottawa East Bridge.—The swing span was refloored and some extra joists put in. The fixed spans were also reinforced, and repairs made to the rest piers and approaches to the bridge.

Bronson Avenue Bridge.—The roadway known as Echo Drive, on the south side of the canal between Bank street and Bronson avenue, a distance of about 3,000 feet, was raised, macadamized, and graded. The roadway across the dam from Bronson Avenue bridge to the Canadian Pacific Railway bridge was also gravelled and repaired. Some iron-pipe railing was erected at the north end of the bridge, and small repairs were made to the bridge-keeper's house.

Hartwell's Lock Station (two locks).—The roadway along the canal from the Canadian Pacific Railway swing bridge to the locks, a distance of about 2,250 feet, was raised, macadamized, and graded. The upper mitre sill of the lower lock was rebuilt in concrete with steel facing. Two new sluice frames were put in. Small repairs were made to the dry walling above the locks, also to one of the lock labourer's houses, and to the station in general.

Hogsback Lock Station (two locks, one swing bridge).—A lay-by pier, 100 feet long, was built below the locks. The east wing, gate recess and recess pier of the lower lock were taken down and rebuilt with cut stone. A new traveller, with stoplog lifting machinery, was built and placed on the east bulkhead.

Some dry walling was built on the edge of the cut below the locks. Some clay was placed on the dam, and small repairs were made to the machinery of the lower gates, to the swing-bridge approaches, and to the station in general.

Black Rapids Lock Station (one lock).—The retaining dam was reinforced with stone and clay; the latter being deposited by our dredge *Tay*. A crib was built on the east side of the river to brace the main wing dam: the former being filled with stone. Sundry small repairs were made to the station generally.

Long Island Lock Station (three locks, one bridge).—The head gates of the upper lock were taken out and new gates framed and hung in place. Two new swing beams were framed and placed on the middle lock gates. Two new sluice frames were also framed and put in place. The old stone lock house was taken down, and a new frame house built in its stead. The approaches on each side of the swing bridge were rebuilt with stone. Some gravel was placed in front of the waste weirs, both at the locks and also at Manotick bulkhead, and summary small repairs were made to the station in general.

Manotick Bridge.—The planking, joists, and guard rails of the three fixed spans of the bridge were renewed.

Wellington Bridge.—The planking, joists, and guard rails of the five fixed spans of the bridge were renewed, and the upper portion of the toe rest pier of the swing bridge was repaired.

Beckett's Landing Bridge.—The upper five courses of three of the timber piers were rebuilt and a new floor was laid on the swing span.

Burritt's Rapids Lock Station (one lock, one bridge).—Portion of the retaining dam was rebuilt, and the pier on the north bank of the river was rebuilt in cement. A considerable quantity of clay was deposited by the dredge *Tay* in front of the above-mentioned dam. The old stone lock house was taken down and a new frame building was erected on the same site. Some of the coping on the lower wing walls of the lock was taken up and relaid in its proper place. The upper mitre sill was grouted with cement. The stone filling of the long wing crib below the dam was completed under contract with Mr. Z. Percival. Three new chain blocks were put in. The old wooden sidewalk between the bridge-keeper's house and the swing bridge was taken up and replaced with a granolithic sidewalk. Sundry small repairs were made to the station in general.

Nicholson's Lock Station (two locks, one bridge).—A new core wall of concrete was put in at the face of the stone retaining dam to staunch the leakage. Two new sluice frames were provided at the locks. The flooring of the swing bridge was renewed. The embankments were reinforced with clay. Some new wire fencing was erected round the station and sundry small repairs made generally.

Clowes Lock Station (one lock).—A new covering was placed on the waste weir, including new carriage and machinery for lifting stoplogs. Sundry small repairs were made to the station in general.

Merrickville Lock Station (three locks, two basins, two bridges).—One pair of gates was framed and put in at the head of the upper lock. The timber stoplog sill of the north weir was carried away about a week ago, but has been relaid with new timber bolted to the rock. The north wing wall of the upper lock was taken down and rebuilt in concrete and connected with the new concrete dam at present being built here.

A quantity of clay was placed in front of the retaining dam by the dredge *Tay* to staunch the leakage. The flooring of the Snye bridge was renewed.

The new concrete dam being built here under contract with Mr. John O'Toole, of Ottawa, is nearly completed, and is a fine structure which will answer admirably the purpose for which it is intended. This structure would have been completed much earlier had it not been for the delays occasioned by the power company in their work of building their power-house and installing the wheels and generators, which delays kept our work back, as the derricks and mixers used by the contractor for the Power Company occupied sites which prevented our work being completed until they were removed. However, I hope our work will be all finished by the middle or end of April at the latest.

Kilmarnock Lock Station (one lock, one bridge).—Sundry small repairs were made to the sluice machinery of the lock and to the station generally.

Edmonds Lock Station (one lock).—One new swing beam was placed on the lock gates. New crab bearers were framed, as well as five new stoplogs for the weir. A new working punt was purchased for the station.

Old Slys Lock Station (one lock, one bridge).—Some clay filling was placed on the upper lock flat on the north side. The stone retaining dam was repaired and pointed up with cement. Five new icebreaker cribs, filled with stone, were built above the waste weir. Sundry small repairs were made to the station generally.

Smith's Falls Combined Lock Station (three locks, one basin, two bridges).—The old wooden fence between the lock-house grounds and the park was taken down and a new wire fence erected A new floor was laid on the swing bridge, and two new 9-inch by 13¼ pound channel beams, reinforced with ½-inch plates, were put in to carry the turntable machinery, one of the old ones having cracked. New flooring and joists

were laid on both fixed spans of the bridge below the basin. The roof of the storehouse was reshingled. A new flagpole was erected and a new Union Jack furnished. A new lay-by pier, 150 feet long, was built on the south side at the foot of the locks. Some more filling was put in on the south side of the basin, and small repairs made to the station generally.

Smith's Falls Detached Lock Station (one lock, one bridge).—A small concrete wall, 80 feet long, was built on the north side of the cut between the lock and the swing bridge, to hold up the filling which is being placed behind it. New joists and planking were laid on the swing bridge. Small repairs were made to the flooring of the fixed bridge. A new flagpole and Union Jack were furnished for the station, and sundry small repairs made generally.

Poonamalie Lock Station (one lock).—The old log fence below the lock house was taken down and replaced with wire fencing. A well, 21 feet deep, was dug here and lined with 24-inch cement pipe, thus furnishing this station and the public with good water, which had hitherto not been obtainable. A new concrete foundation was built under the lock-labourer's house, the old posts and sills having rotted away. Portion of the masonry wall on the north side of the upper cut was pointed, and the bank behind it levelled and graded. About 200 feet of dry-stone walling was built on the north side of the lower cut below the lock, between the lock itself and the wharf. A new bridge platform was built from the north weir to the north bank of the river, along the top of the dam. A new flagpole and Union Jack were furnished for the station.

Beveridge's Lock Station (two locks, one bridge).—The flooring of the swing bridge was replanked. Repairs were made to the entrance piers in the lake which had been lifted by ice. Some new fencing was erected round the station. Repairs were made to the lock sluices, a broken flange being replaced; and sundry small repairs were made to the station in general. A number of floating barrel buoys were placed at the lower entrance, and also along the river, between this station and the town of Perth.

Perth Branch (one basin, four bridges).—The work of improving the channel from Dowsens to Perth was continued last season. The rock shoals in the channel being drilled and blasted ahead of the dredge *Rideau*, which vessel followed up and removed the rock. Next season will finish this work. The new sidewalk on Drummond Street bridge was completed, but the town has made a very poor junction between their concrete sidewalk and our bridge, the former being badly out of line. About 40 feet of wall was rebuilt near Drummond Street bridge. The masonry piers of all four bridges were pointed. About 225 feet of the wharf in the basin was rebuilt. The usual repairs were made to the banks and tow-path roads, and Drummond and Beckwith Street bridges were replanked. About 800 feet of new fencing was erected, and the two storehouses were painted.

Oliver's Ferry Bridge.—The flooring, joists, guard rails, etc., of all the fixed spans of this long bridge were renewed.

The Narrows Lock Station (one lock, one bridge).—Some gravel was placed on the roadway across the dam, and sundry small repairs were made to the station in general. A new flagpole and Union Jack were furnished for the station.

Newboro Lock Station (one lock, one bridge).—Some new stoplogs were supplied for the cut, and sundry small repairs were made to the station in general. A new flagpole and Union Jack were furnished for the station.

Chaffey's Lock Station (one lock, one bridge).—The lock was pumped out last winter, and extensive repairs were made to the masonry of the chamber walls, and both upper and lower mitre sills. A new flagpole and Union Jack were furnished for the station; and sundry small repairs made in general.

Davis's Lock Station (one lock).—Heavy repairs to the lock masonry were made last winter, the lock being pumped out for this purpose. The entire floor of the lock chamber was cleaned out and concreted. The lower mitre sill was repaired and reconcreted and bolted to the rock. At the upper end of the lock, both wing walls, gate recesses, piers, and manholes were taken down and rebuilt with new stone quarried and cut by our own men in our quarry at Westport last summer. A new flagpole and Union Jack were furnished for the station. Two new sluice frames were put in, and some new stoplogs framed for the upper wings of the lock. Sundry small repairs were made to the station in general.

Jones's Falls Lock Station (four locks, one basin, two bridges).—Extensive repairs were made to the lock masonry here last winter. Both the long upper wing walls, recesses, gate piers, manholes, and upper mitre sill of the upper combined lock were taken down and rebuilt of cut stone. The upper sill of the detached lock above the basin was repaired. Small repairs were made to the masonry of the lower and middle locks. Three pairs of lock gates were framed and hung in position, and two new sluice frames were also put in. Some clay and gravel was placed on the big dam. A new flagpole and Union Jack were furnished for the station. Small repairs were made to Morton dam and to the station generally.

Brass's Point Bridge.—The swing span was damaged last summer by being struck by the steamer *Waffle* before it had been opened. The damage was temporarily repaired immediately after the accident, and permanently during the winter, the cost of all the above mentioned repairs being paid to the department by the owners of the steamer, who were entirely responsible for the accident.

Brewers Upper Mills Lock Station (two locks, one basin, one bridge).—A new pair of gates was framed and hung in the lower lock. A new storehouse, 20 feet by 28 feet was built on the lower flat. A new concrete foundation was placed under one of the lock-labourer's houses. A new flag-pole and Union Jack were furnished for the station. Small repairs were made to the lock house and to the station generally.

Brewer's Lower Mills Lock Station (one lock, one bridge).—The flooring of the swing bridge was replanked. A new hardwood floor was laid in the kitchen of the lock house. A new flagpole and Union Jack were furnished for the station, and sundry small repairs were made to the station in general.

Kingston Mills Lock Station (four locks, one basin, two bridges).—The circular concrete wall on the south side of the basin which was in progress when I wrote my last report, has been completed. One new pair of lock gates was framed and hung in position, and two new sluice frames were framed. Repairs were made to the interior of the block house, under contract with Messrs. Kish & Caverly, of Cataraqui, Ont. Four hundred and fifty cubic yards of stone were placed on the embankments; and repairs were made to the roadway below the dam. A new flagpole and Union Jack were furnished for the station. Small repairs were made to the masonry of the upper lock, to the sluices and to the station in general.

Bob's Lake Reservoir Dam.—No repairs were made to this dam last year.

Wolf Lake Reservoir Dam.—No repairs were made here last year. Since I wrote my last report, I am glad to state that the department purchased the mill dam below ours, from Mr. Derbyshire, so that now we have the absolute control of the discharge of water from Wolf lake.

General.—The usual spring repairs, consisting of pointing and grouting of the lock and bridge masonry, painting of lock gates, bridges, fences, etc., were made by our own lock labourers, as usual, after they came on duty for the season last April.

The heavy dimension stone for lock repairs was quarried by our own men last summer in Westport quarry, at which place it was also cut ready for building in the winter. It was freighted from Westport wharf to its various points of destination, partly by our own tugs and scows, and partly by boats chartered by us for the purpose.

The materials required for the year, such as cement, timber, paint, oil, etc., were procured for us by the purchasing agent of the department, after which we delivered them where required with our own tugs and scows.

A new Wettlauffer concrete mixer, mounted on steel frame, with engine and boiler, was purchased and added to our plant, and has given great satisfaction whilst working.

Dredging Plant.—The dredge *Rideau* continued the work last season, of clearing out the earth and rock shoals in the Tay branch of this canal, and did a good season's work. She wintered in the lower lock at Smith's Falls, where repairs were made to the mast, crane, and jack plank. Her hull is getting old, and is to be rebuilt next winter.

The tug *Loretta* was employed last season on her usual work of buoying out the channel, towing scows, delivering timber, stone, cement and other stores; and also on inspection work. She wintered in the Ottawa basin, and is now being fitted out for the coming season.

The dredge *Tay* was employed last season on the work for which she was specially built, i.e., the staunching of leakage through the retaining dams at the various lock stations. She did this work at Hogsback, Black rapids, Long island, Burritt's rapids, and Merrickville lock stations, and the results have been most satisfactory. She wintered in the Ottawa basin, with her scows, and is now being fitted out for the season.

The tug *Agnes* was employed last season in attendance on the dredge *Tay,* towing the dump scows, etc., and also at times towing scows laden with stores from point to point. She also wintered in the Ottawa basin, and is now being fitted out for the season. Our dredging plant, consisting of two tugs, two dredges, two side dumping and five flat scows, and one gasoline launch, is in good order, with the exception of the hull of the dredge *Rideau* which, as above stated, is to be rebuilt next winter.

A distressing accident occurred on the morning of the 7th September last, when Wm. Kelly, one of the deckhands on the tug *Loretta,* slipped off a raft of timber which the boat was towing; and being unable to swim, was drowned before assistance could reach him. His body was not recovered until the next day, although we had seven boats dragging the river-bed, as soon as grappling irons could be procured.

The following is a statement of the highest and lowest water on the lower mitre sills of locks Nos. 1 and 47, at Ottawa and Kingston Mills lock stations respectively.

Ottawa, Lock No. 1.					Kingston Mills, Lock No. 47.			
Highest.		Lowest.			Highest.		Lowest.	
	ft.	in.		ft.	in.		ft.	in.		ft.	in.
April 30	14	0	April 17	9	5	April 25-30	8	8	April 1	8	1
May 11-12	15	7	May 31	11	11	May 18-22	9	2	May 2	8	8
June 1	11	9	June 18	9	11	June 24-30	9	1	June 1-23	9	0
July 1-2	10	9	July 31	7	8	July 1-4	9	1	July 31	8	7
August 1	7	7	August 31	5	8	August 1-10	8	7	August 27-31	8	3
September 1	5	9	September 27-29	5	2	September 1-5	8	3	September 25-28	8	0
October 22-23	5	6	October 11-12	4	7	October 1	8	1	October 24-28	7	9
November 24	6	11	November 1	5	2	November 1-8	7	10	November 29-30	7	6
December 16	7	6	December 30-31	6	6	December 1-3	7	6	December 27-28	7	0
January 18	7	4	January 6	6	5	January 1-8	7	1	January 27-31	6	8
February 26-27	7	10	February 1	6	7	February 27-28	7	2	February 1-4	6	8
March 27	8	6	March 15-16	6	5	March 31	7	7	March 1-4	7	2

I have the honour to be, sir,

Your obedient servant,

A. T. PHILLIPS, M. Can. Soc. C.E.,

Superintending Engineer.

REPORT OF THE SUPERINTENDING ENGINEER, TRENT CANAL.

PETERBOROUGH, June 14, 1915.

SIR,—I have the honour to submit my annual report for the fiscal year ended March 31, 1915, covering the work of construction chargeable to "Capital," Trent canal.

ONTARIO-RICE LAKE DIVISION.

This division extends from Trenton, on lake Ontario, to Rice lake, a distance of 56½ miles, a detailed description of which has been given in former reports.

For construction purposes the division has been divided into seven sections or contracts, the estimated value of which, as revised to date, is about $5,100,000, on which there has been expended for work done and materials delivered up to the 31st March, 1915, the sum of $4,640,118.47, or about 92 per cent of the estimated value of the seven contracts at their respective contract rates.

There are on the division eighteen locks, fourteen dams, and nineteen bridges. The locks are all finished and ready for the lock gates. The latter have been stepped in the first six locks above Trenton. The dams are fully completed with the exception of five sluices in the bottom of dam 10, Campbellford, which will not likely be completed until the high-level G.T.R. bridge immediately above the dam is built.

There are nineteen bridges on the division, one of which is across dam No. 10. They are built and in commission with the exception of two. The substructure of the Gilmour Siding bridge below lock 1 is only partly built, and the high-level bridge for the Grand Trunk at Campbellford has not yet been begun.

Section No. 1.—The contractors for this section, Messrs. Larkin & Sangster, fully completed the works embraced in their contract in December, 1913, and a final estimate for the contract, amounting to $1,106,883.45, was sent in to the department in February, 1915.

Section No. 2.—This section extends from Glen Miller to Frankford, and the contractors, Messrs. Dennon & Rogers, have completed the work with the exception of about 20,000 cubic yards above grade of submarine excavation, which they should easily finish early this fall.

Section No. 3.—This section extends from Frankford to a point 3 miles west of Glen Ross. The work was let to the Canadian General Development Co., Ltd., who, on the 9th February, 1914, assigned the work to Fred. A. Robertson & Co. The latter, in the spring of 1914, built a small dredging fleet at Glen Ross for the purpose of completing the excavation on the section.

During the past season the contractors only excavated 6,770 cubic yards of earth, 104 cubic yards of loose rock, and 5,620 cubic yards of solid rock. As there is yet to be excavated above grade about 86,000 cubic yards of earth and 9,000 yards of rock it will take many years to complete the work unless the contractors bring in this season much heavier dredges, as their present machine is much too light to dig the material on the section.

Section No. 4.—This section extends from Adam's landing, a point 3 miles west of Glen Ross, to Campbellford. The contractors for the work, Messrs. Haney, Quinlan & Robertson, have practically completed the work on the section, with the exception of the dredging in Bradley bay.

All the locks, dams, and bridges between Bradley bay and Campbellford are finished, with the exception of the bottom of several sluices in dam No. 10, which will not likely be completed until the Grand Trunk Railway high-level bridge is built.

No work has yet been done towards the construction of a high-level bridge for carrying the Grand Trunk railway across the river. The contract calls for the placing of a bascule span in the present bridge, but as this was objected to by the railway company, it has finally been decided to raise the bridge and track on each side of it so as to give for the present a clear head-room for navigation of 29 feet between normal water level and the lowest steel.

There has yet to be excavated about 190,000 cubic yards of dredging above grade in Bradley bay. As the gates are now stepped in the locks between Trenton and Frankford, the contractors are arranging to bring in dredges this summer to proceed with the work.

Section No. 5.—This section extends from Campbellford to Crow bay. The contractors for the work, Messrs. Brown & Aylmer, practically completed their work last year except a little dredging in the river channel below lock 13, which they were unable to do until we raised the water to normal navigation level in the Campbellford reach on the 24th March this spring, when the contractors immediately began dredging the balance of the excavation, which they hope to fully complete next month.

Section No. 6.—This section extends from Crow bay to Heeley Falls bridge. The contractors for the work, Messrs. Haney, Quinlan & Robertson, have practically completed the work with the exception of about 28,000 yards of dredging, most of which is in the lower entrance of lock 15. They cannot do this work until dredges can be brought up the river. No boat or other large vessel can pass Campbellford until the Grand Trunk high-level bridge is built.

The Eastern Power Company's hydro-electric plant at Heeley Falls has been shut down since last fall, the reason given being that the plant was not required to carry the present small load on the company's system.

Section No. 7.—This section extends from Heeley Falls to Rice lake, The contractors, Messrs. Randolph Macdonald Co., Ltd., will fully complete the works embraced in their contract about the end of July this year.

BRIDGES.

Highway Bascule Bridge, Campbellford.—The superstructure of the bridge was manufactured and erected by the Hamilton Bridge Works Co., Ltd., and placed in commission on the 21st March, 1913. The Canadian General Electric Company manufactured and erected the electrical equipment for the bridge, and completed the same in July, 1914.

Railway Bascule Bridge, Campbellford.—This bridge is for carrying the Northumberland Paper Mills railway siding over the canal at Campbellford. The superstructure was manufactured and erected by the Hamilton Bridge Works Co., Ltd., and completed in May, 1914. The electrical equipment for operating the bridge was manufactured and erected by the Canadian General Electric Company, who completed their work at the end of May, 1914.

Bridges for Severn Division.—In May, 1915, a contract was awarded to the Hamilton Bridge Works Co., Ltd., for the manufacture and erection of highway swing bridges over the Port Severn lock and at the Muskoka road crossing near Washago, and also for a single-track swing bridge for the Canadian Northern Railway crossing near Washago. These bridges will be manufactured and erected this summer.

VALVES FOR LOCKS.

The Dominion Bridge Co., Ltd., completed their contract for the wagon valves required for the Ontario-Rice lake division and the Rosedale lock in July, 1914. A final estimate for the work, amounting to $105,490, was returned to the department on the 27th July, 1914.

On the 1st June, 1915, a contract was entered into with the Dominion Bridge Company for the manufacture and erection of the wagon and cylindrical valves required for the locks of the Severn division, and the new lock to be built at Bobcaygeon.

LOCK GATE OPERATING MACHINES.

On the 21st May, 1915, a contract was entered into with the Wm. Hamilton Company for the manufacture and erection of the lock gate operating machines, anchorage fittings, and pivots required for the lock gates of the Severn Division locks, and the Bobcaygeon lock.

LOCK GATES.

On the 8th August, 1913, a contract was entered into with Messrs. Roger Miller & Sons, Ltd., for the manufacture and erection of the lock gates for the Ontario-Rice lake division.

The contract calls for the construction and erection in the locks of thirty-two pairs of gates, and the construction and storing of eight pairs of spare gates. The total value of work done and materials delivered up to the 31st March, 1915, amounted to $230,277.93.

All the gates have been manufactured and launched, and those for the first six locks above Frankford have been stepped, painted, and finished, and those for the locks between Glen Ross and Heeley Falls are now lying in the upper entrance of lock 6 at Frankford ready to be towed up the river and stepped in their respective locks as soon as the dredging of the shoals in the river between Frankford and Glen Ross permit doing so. It is the intention to step the gates in locks 7 to 12, both inclusive, as soon as it is possible to get up the river with them, but the gates for locks 13 to 17, inclusive, cannot be stepped in the locks until the Grand Trunk Railway high-level bridge is built at Campbellford, as the gate pontoon cannot pass the present low-level bridge.

The lower gates of lock 1 were stepped in position on the 14th August, 1914; and the lower gates of lock 6 on the 1st September, and the upper gates on the 9th November, three days after the canal between lock and dam 6 was filled with water.

The spare gates have all been completed and sunk in a berth prepared last summer for them above dam No. 2 at Trenton.

PONTOON GATE LIFTER.

On the 2nd September, 1913, a contract was entered into with Messrs. M. Beatty & Sons, Ltd., for the manufacture and erection, complete, of a steel pontoon gate lifter for stepping the lock gates of the Ontario-Rice lake division.

A description of the machine was given in last year's annual report. It was completed at a cost of $25,580 and delivered at Trenton on the 19th July, 1914. Its operation has met all expectations, the total time for stepping a gate leaf from picking it up in the water to releasing it in the gate recess varies from twenty minutes for an upper leaf, to forty minutes for a lower one.

FENELON FALLS DAM.

A contract for the construction of a new concrete dam at Fenelon Falls to replace the old wooden one at that point was entered into on the 12th June, 1913, with Messrs. McPhee & Kehoe. The work was satisfactorily completed in September, 1914, and a final estimate amounting to $35,095.68 was returned to the department on the 28th October, 1914.

BOBCAYGEON.

In the fall of 1913 a survey was completed at Bobcaygeon for the purpose of preparing plans and specifications for the construction of a new lock at this point to the same dimensions as those of the Ontario-Rice lake division. Tenders for the work were received by the department on the 17th August, 1914, but owing to the European war the execution of the work has been indefinitely delayed.

Severn Division.

A description of the division was given in last year's report. For construction purposes it has been divided into four sections, three of which are under contract, and the plans and specifications for section No. 1 will be completed this month.

Port Severn Section.—This section comprises the construction at Port Severn of a lock of 14½ feet lift, 100 feet long between hollow quoins, and 25 feet wide, with 6 feet depth of water on the mitre sills, and the main regulating dams at the mouth of the river, together with several smaller dams in the immediate vicinity of Port Severn and the necessary excavation at the upper and lower entrances of the lock for providing a channel 6 feet deep at normal water level.

A contract for the work was entered into with the York Construction Co., Ltd., on the 24th September, 1913. The total value of work done and materials delivered up to the 31st March, 1915, was $104,615.65, or 72 per cent of the total value of the work.

It is expected that the Port Severn lock will be ready to be placed in commission next month, and that the works embraced in the contract will be fully completed early this fall.

Section No. 2.—This section extends from the upper end of section 1 at Big Chute to a point about one-half mile above Macdonald's rapids, a distance of about 11½ miles. The work includes a dam on Pretty channel, north of the Big Chute; a dam about 70 feet high, with a lock of 47 feet lift, and power-house at Swift rapids; and the reconstruction of the Canadian Northern Railway bridge at Ragged rapids, together with a lot of granite rock excavation.

A contract for the work was entered into with the Inland Construction Co., Ltd., on the 23rd April, 1914. The total value of work done and materials delivered up to the 31st March, 1915, was $228,119.84, or 32 per cent of the total value of the contract. The principal work done to date is excavation, the whole of which is practically finished for the foundations of the structures at Swift rapids. The concrete in the foundation of Swift rapids dam has also been built, and part of the upper entrance piers of the lock. It is expected that the greater part of the structures at Swift rapids will be built this summer.

Section No. 3.—This section extends from the upper end of section 2 to deep water in Couchiching lake, a distance of about 15¼ miles. The contract includes a lock of 20 feet lift, two highway swing bridges, one railway swing bridge, and several small dams at the head of the river in the vicinity of Washago, together with a large quantity of earth and rock excavation.

A contract for the work was entered into with the Randolph Macdonald Company on the 4th August, 1914. The total value of work done and materials delivered up to the 31st March, 1915, was $37,212, or ·04 per cent of the total value of the work.

Since the commencement of operations this spring the contractors have materially increased their excavation plant, and it is now expected that a large quantity of material will be taken out this season. The Muskoka road and the Canadian Northern Railway swing bridges will be built this summer, and it is also expected that the foundation of the Couchiching lock will be laid this fall.

STREAM MEASUREMENT.

In last year's annual report a short description of the Trent watershed was given, and also the results of the stream measurement for the Trent and Crow rivers over sharp-crested weirs built at Heeley Falls on the Trent in November, 1911, and at the mouth of the Crow river in October, 1910.

Attached to this report are tables showing the discharge over the weirs for the calendar year 1914. A table is also given representing the discharge over the Heeley Falls and Crow weirs jointly, this being the discharge or flow of the Trent river at Campbellford.

There is also attached a table giving the total actual monthly discharge in cubic feet from the weir measurements, and the deduced flow in cubic feet per second at each of the three foregoing places.

For the year 1914 the Peterborough rainfall was 24·18 inches, or equal to 1·78 cubic feet per second per square mile.

The Heeley Falls watershed, with an area of 3,705 square miles, thus shows a total rainfall for the year of $3{,}705 \times 1{\cdot}78 = 6{,}595$ cubic feet per second.

The Crow River watershed, with an area of 620 square miles, thus shows a total rainfall for the year of $620 \times 1{\cdot}78$, or 1,104 cubic feet per second.

These two results show a total of 7,699 cubic feet per second.

From the figures given in this report for the year 1914 the ratio of "run-off" to "rainfall" for the Heeley Falls watershed is equal to 28·4 per cent, for the Crow River watershed, 33·2 per cent, and for the flow past Campbellford, 29·1 per cent.

The average rainfall at Peterborough for the past fifteen years is about 31·4 inches. It will thus be seen that the rainfall for 1914 is below the average.

LAKE SURVEYS.

Very little work was done last year on the hydrographic survey begun several years ago of the chain of lakes which form the Trent waterway. The field work done to date has, however, been fully plotted, and tracings of the plans begun. With the completion of the preparation of the plans and specifications for the Severn division, and also the approaching completion of several sections on the Ontario-Rice lake division, the services of several members of the engineering staff will soon be available for this work, when it is the intention to proceed more energetically with the survey of the lakes.

Five photographs of the work on section 2, Severn division, are enclosed herewith.

I am, sir,

Your obedient servant,

ALEX. J. GRANT,

Superintending Engineer.

DAILY Discharge of the Trent River at Heeley Falls for 1914. Flow per Second.

Day.	Jan.	Feb.	Mar.	Apr.	May.	June.	July.	Aug.	Sept.	Oct.	Nov.	Dec.
1	2,225	2,122	1,852	5,890	1,853	2,959	1,438	1,029	1,318	1,143	1,105	1,117
2	2,062	2,032	1,894	6,306	1,990	2,673	1,324	906	1,162	1,129	1,094	1,117
3	2,062	2,096	2,018	6,504	2,179	2,652	1,027	1,143	1,019	1,128	1,403	1,117
4	1,879	2,133	1,919	6,504	2,078	2,473	1,206	1,329	1,296	1,336	1,027	1,098
5	2,039	1,982	1,873	6,496	1,965	2,408	1,501	650	1,151	1,670	1,444	1,045
6	2,001	1,959	1,655	6,397	1,937	2,169	1,440	720	940	1,365	1,786	973
7	2,081	1,767	1,666	5,896	1,877	2,176	1,379	755	1,270	1,410	1,101	1,171
8	2,081	2,354	1,478	5,740	2,120	2,332	1,484	952	1,325	1,222	1,097	1,446
9	2,001	2,278	1,639	5,613	2,139	2,201	1,399	579	1,274	1,202	1,155	484
10	2,081	1,719	1,871	5,491	2,303	2,036	1,294	954	978	1,051	979	639
11	1,720	1,691	1,917	5,552	2,208	1,967	1,265	751	960	871	1,139	954
12	1,811	2,390	1,959	5,454	2,208	1,998	1,470	859	986	696	1,028	804
13	1,925	2,385	1,894	5,398	2,303	2,053	1,382	967	1,581	1,596	1,114	771
14	1,967	2,381	2,001	4,282	2,512	1,906	1,767	726	1,534	1,275	1,195	1,059
15	2,526	2,253	2,089	3,733	2,538	1,942	1,807	1,121	1,490	1,115	1,165	1,211
16	3,331	2,280	2,276	3,866	2,611	1,683	1,229	842	1,155	775	1,270	999
17	2,932	2,230	2,323	3,418	2,584	1,516	1,245	1,142	1,155	1,158	1,539	1,071
18	2,460	2,639	2,369	3,345	2,611	1,390	1,391	1,123	1,152	1,133	1,478	1,098
19	2,460	2,010	2,567	4,652	2,611	1,398	1,456	1,095	1,112	1,351	1,098	904
20	2,460	2,074	2,764	4,511	2,611	1,326	1,452	1,086	960	1,140	1,045	904
21	2,419	2,051	2,813	4,110	2,656	1,257	1,380	989	1,201	1,130	1,026	1,033
22	2,327	2,132	2,627	4,357	2,755	1,229	1,294	688	1,600	1,054	1,098	1,059
23	2,468	2,095	2,514	2,946	2,782	1,314	1,281	1,063	1,530	1,496	1,136	1,048
24	2,419	2,421	2,460	2,960	2,776	1,232	1,257	1,180	1,296	1,322	1,919	1,035
25	2,441	2,329	2,454	2,285	2,681	1,278	1,227	990	1,221	1,173	1,459	904
26	2,308	2,329	2,528	2,498	3,178	1,224	939	1,213	1,213	1,479	1,440	1,045
27	2,139	2,003	2,813	2,653	3,228	1,235	1,187	956	1,253	1,293	1,246	1,011
28	2,116	1,879	3,311	2,522	3,125	1,064	1,263	996	1,292	1,224	1,189	1,063
29	2,115	.....	4,197	2,209	3,026	1,185	1,594	1,053	1,718	1,224	1,098	984
30	2,198	.....	4,710	1,453	2,973	1,199	901	594	1,583	1,145	1,045	973
31	2,024	.....	5,093	.....	2,979	.....	1,105	1,399	.....	1,234	.....	1,273
	69,078	60,014	75,534	133,041	77,397	53,475	41,394	29,850	37,815	37,541	36,918	31,410
Mean	2,228	2,143	2,437	4,435	2,497	1,782	1,335	963	1,260	1,211	1,231	1,013
Highest	2,331	2,639	5,093	6,504	3,228	2,959	1,807	1,399	1,718	1,670	1,786	1,446
Lowest	1,720	1,691	1,478	1,453	1,877	1,064	901	579	960	696	979	484

DAILY DISCHARGE of the Crow River for 1914. Flow in Cubic Feet per Second.

Day.	Jan.	Feb.	Mar.	Apr.	May.	June.	July.	Aug.	Sept.	Oct.	Nov.	Dec.
1	242	288	288	1,402	1,588	536	206	155	160	117	99	86
2	217	280	288	1,575	1,563	520	235	155	160	113	99	93
3	223	280	280	1,740	1,524	486	268	150	165	113	99	93
4	235	281	280	1,740	1,501	453	248	150	171	109	99	99
5	242	280	275	1,728	1,464	413	235	150	171	106	102	99
6	248	280	261	1,715	1,464	382	217	155	171	106	102	96
7	248	302	255	1,715	1,464	396	206	155	171	106	99	93
8	255	316	248	1,626	1,464	405	206	155	171	106	96	93
9	255	338	242	1,525	1,297	421	199	150	171	106	89	96
10	255	352	242	1,428	1,158	429	193	150	165	106	86	102
11	260	352	242	1,331	1,024	437	193	150	165	102	89	106
12	275	360	242	1,215	889	453	176	150	160	99	96	106
13	288	367	242	1,114	857	461	160	165	155	99	99	106
14	294	367	242	1,015	836	469	146	171	150	99	99	106
15	316	344	235	909	808	477	155	171	144	99	96	106
16	338	316	235	982	817	486	165	171	140	99	93	102
17	360	294	229	1,067	826	477	182	171	144	99	93	102
18	383	302	229	1,158	836	461	176	171	144	99	93	99
19	405	309	242	1,181	846	453	171	165	150	96	93	99
20	429	309	255	1,193	777	390	165	165	144	96	93	99
21	453	302	268	1,215	690	345	160	160	135	93	93	99
22	453	294	261	1,226	617	294	165	155	131	93	93	99
23	453	294	255	1,272	554	254	165	155	131	89	93	99
24	421	294	248	1,308	563	229	171	150	131	89	93	96
25	405	294	242	1,355	581	211	171	150	131	89	93	96
26	383	294	288	1,367	595	188	165	150	131	93	89	93
27	367	294	330	1,391	607	171	160	155	126	93	86	93
28	344	294	383	1,403	595	171	155	155	122	96	86	96
29	323	.....	589	1,476	589	176	155	155	122	96	86	99
30	294	.....	836	1,537	573	176	155	160	117	99	86	99
31	294	.....	1,102	.....	554	.....	155	160	.....	99	.....	99
	9,959	8,677	9,864	40,909	29,521	11,220	5,679	4,880	4,449	3,104	2,812	3,049
Mean	321	310	318	1,364	952	374	183	157	148	100	94	98
Highest	453	367	1,102	1,740	1,588	536	268	171	171	117	102	106
Lowest	217	280	229	909	554	171	146	150	117	89	86	86

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DAILY DISCHARGE for the Trent River at Campbellford for 1914. Flow in Cubic Feet per Second.

Days.	Jan.	Feb.	Mar.	April	May	June	July	Aug.	Sept.	Oct.	Nov.	Dec.
1	2,467	2,410	2,140	7,292	3,441	3,495	1,644	1,184	1,478	1,260	1,204	1,203
2	2,279	2,312	2,182	7,881	3,553	3,193	1,559	1,061	1,322	1,242	1,193	1,210
3	2,285	2,376	2,298	8,244	3,703	3,138	1,305	1,293	1,184	1,241	1,502	1,210
4	2,114	2,414	2,199	8,244	3,579	2,926	1,454	1,479	1,467	1,445	1,126	1,197
5	2,281	2,262	2,148	8,224	3,429	2,821	1,736	800	1,322	1,776	1,546	1,144
6	2,249	2,239	1,916	8,112	3,401	2,551	1,657	875	1,111	1,471	1,888	1,069
7	2,329	2,069	1,921	7,611	3,341	2,572	1,585	910	1,441	1,516	1,200	1,264
8	2,336	2,670	1,726	7,366	3,584	2,737	1,690	1,107	1,496	1,328	1,193	1,539
9	2,256	2,616	1,881	7,138	3,436	2,622	1,598	729	1,445	1,308	1,244	580
10	2,336	2,071	2,113	6,919	3,461	2,465	1,487	1,104	1,143	1,157	1,065	741
11	1,981	2,043	2,159	6,883	3,232	2,404	1,458	901	1,125	973	1,228	1,060
12	2,086	2,750	2,201	6,669	3,097	2,451	1,646	1,009	1,146	795	1,124	910
13	2,213	2,752	2,136	6,512	3,160	2,514	1,542	1,132	1,736	1,695	1,213	877
14	2,261	2,748	2,243	5,297	3,348	2,375	1,913	897	1,684	1,374	1,294	1,165
15	2,842	2,597	2,324	4,642	3,346	2,419	1,962	1,292	1,634	1,214	1,261	1,317
16	3,669	2,596	2,511	4,848	3,428	2,169	1,394	1,013	1,295	874	1,363	1,101
17	3,292	2,524	2,552	4,485	3,410	1,993	1,427	1,313	1,299	1,257	1,632	1,173
18	2,843	2,941	2,598	4,503	3,447	1,851	1,567	1,294	1,296	1,232	1,571	1,197
19	2,865	2,319	2,809	5,833	3,457	1,851	1,627	1,260	1,262	1,447	1,191	1,003
20	2,889	2,383	3,019	5,704	3,388	1,716	1,617	1,251	1,104	1,236	1,138	1,003
21	2,872	2,353	3,081	5,325	3,346	1,602	1,540	1,149	1,426	1,223	1,119	1,132
22	2,780	2,426	2,888	5,583	3,372	1,523	1,459	843	1,731	1,147	1,191	1,158
23	2,921	2,389	2,769	4,218	3,336	1,568	1,446	1,218	1,661	1,586	1,229	1,147
24	2,840	2,715	2,708	4,268	3,339	1,461	1,428	1,330	1,427	1,411	2,012	1,131
25	2,846	2,623	2,696	3,640	3,262	1,489	1,398	1,140	1,352	1,262	1,552	1,000
26	2,691	2,623	2,816	3,865	3,773	1,412	1,104	1,363	1,344	1,572	1,529	1,138
27	2,506	2,297	3,143	4,044	3,835	1,406	1,347	1,111	1,379	1,386	1,332	1,104
28	2,460	2,173	3,694	3,925	3,720	1,235	1,418	1,151	1,414	1,320	1,275	1,159
29	2,438	.....	4,786	3,685	3,615	1,361	1,749	1,208	1,846	1,320	1,184	1,083
30	2,492	.....	5,546	2,990	3,546	1,375	1,056	754	1,700	1,244	1,131	1,072
31	2,318	.....	6,195	.....	3,523	.....	1,260	1,559	.....	1,333	....	1,372
Total	79,037	68,691	85,398	173,950	106,918	64,695	47,673	34,730	42,264	40,645	39,730	34,459
Mean	2,549	2,453	2,755	5,799	3,449	2,156	1,518	1,120	1,408	1,311	1,325	1,111
Highest	3,669	2,941	6,195	8,244	3,835	3,495	1,962	1,559	1,840	1,776	2,012	1,539
Lowest	1,981	2,043	1,726	2,990	3,097	1,235	1,056	729	1,104	795	1,065	580

TOTAL FLOW of the Crow River and the Trent River at Heeley Falls and Campbellford for 1914.

Month.	CROW RIVER.	HEELEY FALLS.	CAMPBELLFORD.	Remarks.
	Millions of Cubic feet.	Millions of Cubic feet.	Millions of Cubic feet.	
January	859·77	5,967·47	6,827·24	
February	748·23	5,172·42	5,920·65	
March	851·73	6,527·26	7,378·99	
April	3,535·50	11,495·50	15,031·00	
May	2,549·84	6,687·97	9,237·81	
June	969·41	4,618·95	5,588·36	
July	490·15	3,575·66	4,065·81	
August	420·51	2,579·30	2,999·81	
September	383·62	3,265·92	3,649·54	
October	267·84	3,243·54	3,511·38	
November	243·65	3,190·75	3,434·40	
December	262·48	2,713·22	2,975·70	
Totals	11,582·73	59,037·96	70,620·69	Millions of cubic feet.
Average rate of flow for the year	367·29	1,872·07	2,239·36	Cubic feet per second.

The above figures are from weir measurements.

REPORT OF THE SUPERINTENDENT, TRENT CANAL.

PETERBOROUGH, June 4, 1915.

SIR,—I have the honour to submit the annual report on the maintenance and operation of the Trent canal, for the year ending on the 31st March, 1915.

The extent of waterway open to navigation is the same as last year, namely, 160 miles from Trent Bridge to Washago, in addition to which other channels are maintained, approximating 90 miles.

OPENING AND CLOSING OF NAVIGATION.

	Opened.	*Closed.*
Hastings to Rice Lake	April 7	November 28
Rice Lake to Peterborough	April 25	December 5
Peterborough to Lakefield	May 13	November 19
Peterborough Lift Lock	May 13	November 7
Lakefield to Bobcaygeon	April 29	November 19
Bobcaygeon to Rosedale	May 12	November 19
Kirkfield Lift Lock	May 11	October 29
Kirkfield to Lake Simcoe	May 11	November 10
Lake Simcoe to Orillia	May 1	November 17
Scugog River and Lindsay Lock	April 15	November 18

The following work was performed on the several divisions of the canal, during the year:—

Heeley Falls to Bobcaygeon.

REPAIRS.

Peterborough Lift Lock.—The cut-off devices which automatically retard the descent of the chambers during the last twelve feet of their travel had been in disuse for some years owing to their failure to work satisfactorily. These devices were improved and are now working satisfactorily.

The gratings of the penstocks becoming blocked with floating weeds prevented the pumps from automatically maintaining the accumulator. A device to indicate the position of the piston in the accumulator was placed upon the east tower in full view to the operator.

The interior of the west chamber was thoroughly cleaned and painted. Nine different kinds of paint were used to determine the paint best suited to stand this extraordinary service.

Locks and Lockgates.—Some of the face stones in the lock wall at Young's point, which had become loosened in their beds, and protruded beyond the face of the wall, were jacked back to place, shimmed, and grouted. A large quantity of gravel was removed from the lock chamber.

In order to dry that portion of the canal prism at Lakefield which is used as a dry dock, a drain was cut in the bottom of the prism and through the breast wall above the lock.

Concrete armpits were built at locks Nos. 2 and 5, and the arm pits at Burleigh repaired.

A number of boulders were removed from the upper entrance to the lock at Buckhorn.

Lockgates at locks Nos. 2, 3, 4, and 5 were painted.

Watch houses at lock No. 6 and Peterborough lift lock were painted.

Booms, Slides and Dams, Navigation Waters.—Two of the north dams at Lovesick were rebuilt, and the deck repaired upon the third.

The deck of the dam at lock No. 7 was renewed, and repairs made to the east abutment.

Stoplog gains were repaired, and other minor repairs made to dams at locks Nos. 1, 2, 3, 4, 5, and Nassau. New stoplogs were provided and dam piers filled with stone where required.

Glance booms were placed above the upper entrance piers at lock No. 2. Other booms were maintained in repair.

An examination, by diver, revealed the fact that the foundations of the dams on the Otonabee river are slowly becoming undermined.

Entrance Piers.—Canal entrance piers above the Burleigh locks were rebuilt, and the pier above the lock at Lovesick was replanked. The icebreaker pier above the canal at Buckhorn was rebuilt.

Banks.—A slip on the face of the high east embankment at Peterborough lift lock was repaired by placing stone slope drains to collect the seepage, and by benching, filling, and sodding. Other stone drains were placed on the bermes, in places leading to pipe drains to carry the seepage down the lower slope.

A quantity of stone was placed on the embankment forming the approach to the bridge at Perry's creek, Burleigh.

Riprapping and rubble walls at several points were repaired.

A sand shoal, formed in the canal prism below the Peterborough lift lock, was removed.

Bridges.—The highway bridge at Burleigh was replanked, and other repairs made to the tower posts. Two-inch top planking was placed on the highway bridges at Trent river, and lock No. 7, Peterborough. Minor repairs were made to bridges at Maria street, Peterborough, Norwood, Warsaw, Nassau, Lakefield, and Bridgenorth.

Steel bridges at the following places were repainted: Bensfort, Wallace Point, No. 7, Maria street, Norwood, Warsaw, Nassau, Lakefield, Young's Point, and Bridgenorth.

Nassau Guard Gate.—Due to the water in the reach above Nassau being drawn down on the morning of the 7th of December, the hinges of the guard gate at that place were broken. To effect repairs it was necessary to unwater the reach above Nassau, thereby shutting down the C.G.E. power-house from the 21st to the 27th. New hinges and curtain plates were placed upon the gate, and the hood casting replaced. The bottom stick of the gate, 52 feet by 12 inches by 12 inches oak, was broken, but was left in place.

The watch house at Trent Bridge was moved to government property, raised and painted.

INCOME IMPROVEMENTS.

Dredging.—Obstructions to navigation, consisting of boulders and shoals formed at the lower entrances to locks Nos. 5, 3, and 2 were removed.

A tortuous bit of channel at Henderson's narrows, between Lakefield and Young's point, is being straightened.

Booms, Slides and Dams—Reservoir Waters.—The south abutment of Bottle Lake dam was rebuilt, and the deck repaired.

A new deck was placed on Missassauga Lake dam, and other minor repairs were made. A quantity of gravel was placed above the dam.

Extensive repairs were made to Scott's Mills slide, and repairs made to the dam at the same place.

Necessary repairs were made to Squaw River dams, Nos. 1 and 2.

Bobcaygeon to Balsam Lake.

REPAIRS.

Locks and Lockgates.—Owing to the leaky condition of the Bobcaygeon lock, two auxiliary valves were placed in the upper gates to permit of the lock being operated. This lock is in such a state of repair that it is not advisable to attempt any further repairs.

The walls of the lower chamber of the lock at Fenelon Falls were pointed between the high and low-water levels. The lower sill of this lock was repaired by diver.

Bridges.—The old wooden swing bridge across the lower entrance to the lock at Lindsay, which failed on the 28th of May, 1914, was temporarily repaired, replanked, and supported by timber bents. A new steel swing span will shortly be erected to replace this bridge

The bascule bridge on Wellington street, Lindsay, was replanked with 2-inch oak.

The Op bridge, Lindsay, was repaired, replanked, and a watch house built.

INCOME IMPROVEMENTS.

Dredging.—The turning basin at the town wharf, immediately below the lock at Lindsay, was drilled, blasted, and dredged to a depth equal to the depth on the sills of the Lindsay lock. A rock point projecting into the channel in the Scugog river, near the box factory, which had been drilled and blasted in 1913, was removed by the dredge.

A shoal in Cameron lake, near the lower entrance to the canal at Rosedale, was partly removed. Seventy feet were taken off the southerly end of this shoal, thereby considerably straightening the approach to the canal at Rosedale.

Drilling and Blasting.—The drill boat was engaged in drilling and blasting at the upper entrance to the canal at Bobcaygeon during the month of August. This work, though confined to the area within the 6-foot contour, was done with a view to being excavated to 9-foot depth, and will form part of the upper entrance to the proposed new canal at that point.

Booms, Slides and Dams—Reservoir Waters.—Provision was made in the estimates for 1914-15 for the reconstruction of dams at Hall's lake, Crab lake, and Percy lake.

Hall's Lake Dam.—This dam is one which this department undertook by the terms of an Order in Council, dated 16th of February, 1906, to maintain for all time. As this dam was in a dilapidated condition, it was torn down, and a new concrete structure built. Work was started on the 22nd of August, and completed on the 19th of November. The timber slide below this dam was also repaired and improved.

The dam at Crab lake, which was also in a dilapidated condition, was torn down and rebuilt of timber hewn on the ground. Work on this dam was started on the 20th of November, and completed on the 23rd of February.

Percy Lake dam was not rebuilt.

Extensive repairs were made to the following dams: Norland, Elliotts, Grace lake, and Farquhar lake.

Minor repairs were made to the following: Kushog, Workmans, Hawk lake on Gull river, Little Bear lake, Stormy lake, and to Devil's lake on Burnt river.

Balsam Lake to Lake Simcoe.

REPAIRS.

Kirkfield Lift Lock.—The machinery room in the centre pier of this lock, which has been exposed to the weather since the construction of the lock, was inclosed with wooden and glass partitions..

In order to confine the seepage through the rock cutting forming the walls of the lower levels of the lock, concrete drain walls were constructed on either side of the lock, which carry this water to the walls about the presses.

Dams.—The dam at Victoria road was re-gravelled.

Entrance Piers.—A quantity of stone was placed on the slopes of the entrance piers in lake Simcoe.

Bridges.—Bridges at the following places were re-planked: Portage road (Kanes), lock No. 5, and Lake Shore road. Two-inch top planking was placed upon the bridge across the Grass river, east of Kirkfield.

Bridges at the following places were painted: Victoria road, high-level (Portage road) Balsover, Boundary road, Portage road (Kanes), lock No. 5, and Lake Shore road.

Balsam Lake Guard Gate.—A dam was placed across the canal near Balsam lake, and the canal unwatered from there to Kirkfield, in order to make necessary repairs to the Balsam guard gate. The broken hinges on these gates were repaired, and additional hinges put on. New valves were also placed in the gate, and the gate was equipped with arms and winches. Curtain plates were also placed upon this gate.

While the canal was unwatered, stoplog gain abutments, with sill and post holes, were placed immediately east of the guard gate to facilitate unwatering in the future.

Obstructions were removed from the canal bottom near the high-level bridge on the Portage road.

A quantity of stone protection was placed on the exposed parts of the Fourth Concession road, through the drowned lands.

Fences were built on a short piece of raised road through drowned land at Fry's mill, and all bridge approach fences were painted.

INCOME IMPROVEMENTS.

Building Woodsheds.—Woodsheds were built at the lockmasters' houses at locks Nos. 2, 3, and 4.

Cleaning Drowned Lands.—Two crews were engaged in the months of January and February in clearing the dead timber off the drowned lands near the high-level Portage Road bridge, and near the Fourth bridge.

HOLLAND RIVER DIVISION.

The approaches to the Queensville bridge were repaired and the bridge replanked.

GENERAL.

Bridge guards.—Guards to protect highway traffic against open bridges were placed upon all bridges on the system, with the exception of bridges at the lake Simcoe Lake Shore, and Thorah-Eldon Boundary road. These bridges will be equipped at once.

Buildings.—Lockmasters' houses, watch houses, and other buildings were maintained in repair.

Aids to Navigation.—Lighthouses and buoys were painted and maintained as usual. New buoys were placed in the Otonabee river below Peterborough.

Other work, such as cleaning ditches, repairing fences, cutting grass and weeds, etc., was done where necessary.

Floating Plant.—Ordinary repairs were made to maintain the plant in good condition. Two flat scows were rebuilt, and extensive repairs made to the hull of the tug *J. B. McColl.* A new steel boom was built for the dredge *Fenelon.* Materials were delivered for the construction of two dump scows of a capacity of 120 cubic yards.

The water conditions on the Trent watershed were much below the average during the summer and fall of 1914, and although the flow in the Otonabee river was not maintained at more than 1,100 second feet from August to December, the available depth for navigation fell to about 4 feet by the 10th of November. In order to maintain the navigation levels as late as possible in the season, the flow in the Otonabee should be held at a minimum after the log drives are done.

Attached will be found a statement of fines and damages collected during the year.

I have the honour to be, sir

Your obedient servant,

A. L. KILLALY,

Superintendent.

Locality.	Date.	Name of Vessel.	Damage.	Fine.	Name of Owner.	Remarks.
			$ cts.	$ cts		
Gannon's Narrows	June 24	*Stoney Lake*	7 50		Stoney Lake Nav. Co.	Paid, July 27.
Lock No. 5 Peterboro.	Oct. 26	*Handy Boy*		5 00	Claude H. Rogers	" Nov. 3.
Lock No. 5 Peterboro.	Sept. 17	*Ajax*		5 00	J. E. A. Fitzgerald	" " 21

STATEMENT of Information Regarding Canal Lake Levels, Trent Canal.

Lake—	Rice.	Little Peterboro.	Katchiwano.	Stoney.	Lovesick.	Deer Bay.	Buckhorn, etc.	Sturgeon.	Cameron.	Balsam.	Balsover Reach.	Scugog.
Upper Gauge—	Hastings.	No. 7.	Lakefield.	Youngs Point.	Burleigh.	Lovesick.	Buckhorn.	Bobcaygeon.	Fenelon Falls.	Rosedale.	Lock 1.	Lindsay.
	Ft.	Ft.	Ft.	Ft.	Ft.	Ft.	Ft.	Ft.	Ft.	Ft.	Ft.	Ft.
Highest recorded 1908	10·8	8·9	9·6	10·9	6·5	9·6	9·3	8·6	7·10	9·4	9·2	
" 1909	10·6	8·3	9·4	10·10	6·11	9·3	9·5	8·1	7·9	9·6	9·4	
" 1910	10·3	8·1	8·3	9·8	6·6	8·9	8·10	7·11	7·10	9·4	9·1	Readings
" 1911	10·3	8·2	8·1	8·10	6·5	8·0	9·1	7·5	8·3	9·7	9·4	not
" 1912	10·11	9·1	10·2	11·5	9·9	9·9	9·11	8·5	7·11	10·0	10·1	reliable.
" 1913	10·9	9·9	10·0	11·7	6·9	9·3	9·6	9·0	8·7	9·11	9·4	
" 1914	9·11	7·11	7·6	9·3	7·11	7·5	7·10	8·0	7·1	9·2	9·8	10·0
Should not exceed in freshet	9·3	8·0	8·0	10·3	6·7	8·4	9·2	8·0	7·7	9·5	9·1	10·3
Top of gates and flashboards	10·6	9·6	8·10	9·11	7·4	7·6	8·0	7·5	7·7	9·5	9·6½	
				11·1		8·4						
Crest of spillway	9·5						8·0		6·0	8·4	8·11	9·10
Desired summer level	9·5	7·9	6·3	8·0	6·4	7·0	7·0	7·0	6·3	8·4	9·0	9·10
Required for 6-foot navigation (vessels men).	9·0	7·9	6·3	4·10	6·4	6·8	6·8	6·9	6·0	8·3	8·9	9·10

REPORT OF ENGINEER IN CHARGE, WELLAND SHIP CANAL.

ST. CATHARINES, June 30, 1915.

SIR,—I beg to submit my annual report on the progress of construction on the Welland Ship Canal.

For a complete description of the proposed work, reference should be made to the annual report for 1913-1914.

The work under contract at the present date consists of sections Nos. 1, 2, 3, 4a, and 5, no additional sections having been placed under contract during the past year.

Since the date of my last annual report, operations have been continuously under way on the sections under contract, with the exception of an interval of about six weeks during January and February, due to weather conditions, when some of the contractors closed down, but spent the time advantageously in a general overhauling of plant.

Section No. 1.

This section, which is under contract to the Dominion Dredging Company, Limited, and consists principally of the construction of the new harbour at the Lake Ontario entrance to the canal, which covers 1½ miles of dredging in the lake, and considerable pier work; 1½ miles of canal excavation inland, and the construction of lock No. 1, with its weirs and entrance wall, is progressing satisfactorily, and a very good showing has been made during the past year on the various works comprised within the contract.

Dredging in the harbour for the season of 1914 was continued until December 25, when work was closed down for the winter.

The dipper dredges *Dominion* and *Fundy* worked steadily all season. The dredge *Delver,* however, while being towed to Port Dalhousie for shelter during a storm in June capsized outside the Port Dalhousie harbour, and was not available for the balance of the season.

The *Fundy* commenced operations for 1915 on April 20, excavating in the harbour and for the crib seats at the outer entrance, and the *Delver,* which was raised and overhauled during the fall and winter, resumed work on May 6. The *Dominion* is not being utilized as a dredge this season, on account of the unsatisfactory nature of her work during 1914, but has been rigged up and is being used in connection with the floating plant which is engaged in placing the reinforced concrete cribs in the harbour.

The C. S. Boone Dredging Company, sub-contractors for that portion of the dredging between stations 59 and 75, started a dredge and a drill boat during the latter part of May, 1915.

The dredge area to date is practically all included between stations 48 and 75. The total amount of class II excavation (earth) removed from the harbour to June 30, 1915, is 525,000 cubic yards, which material has been deposited as underwater embankments along the lines of the trestles on the east and west side of the entrance channel, from which trestles the dry excavation from sections 1, 2, and 3 is being dumped to form the harbour embankments.

The harbour embankments are now assuming fairly large proportions, the outer end of the west dump extending approximately 1 mile into the lake, and varying in width from 500 feet at the shore line to 30 feet at the outer extremity. The east dump

is only slightly less advanced than the west, and in the two embankments a total of 3,500,000 cubic yards of material has been deposited to date, or approximately one-half of the total available quantity. The contractors for section No. 2 have been dumping on the west side, and section No. 1 contractors on the east side, but as the dry excavation on section No. 1 is now practically completed, a cross-over is being built from the construction railway to the east side of the harbour at the lake shore in order that access may be obtained to the east dump by the contractors for sections Nos. 2 and 3.

The contractors for section No. 1 are obliged, under their contract, to build both of the trestles extending from the shore line out into the lake, one on the site of the east embankment and one on the site of the west embankment, from which the cars of excavated material are dumped in order to start the respective embankments. These trestles consist of pile bents spaced 15 feet apart, each bent containing four piles. Until a depth of 10 or 12 feet of water is reached the piles are driven directly into the lake bottom, after which they are capped and braced. The stringers are then laid upon them at an elevation of about 10 feet above water, and the contractor who is to use these trestles lays his own track upon these stringers, and commences his dump. The earth is dumped up to the level of the bottom of the ties, when the "spreader" is brought into service, by means of which the earth dumped is gradually widened out for a distance of about 15 feet on each side of the trestle. The track is then shifted off the trestle on to one of the side dumps, and then by continuous dumping, spreading and moving of track the embankment is widened out to required dimensions. As soon as the track has been moved off the trestle the contractor for section No. 1 removes the stringers from that portion of the trestle and uses them on a new portion which has been driven farther out in the lake; the remainder of the trestle is left buried in the embankment. Beyond a depth of 10 or 12 feet an under-water embankment is built on the lake bottom on the line of the trestle by bringing the scowsful of excavated material from the dredging in the harbour and dumping them, after they have been carefully pushed as close as possible to the previous dump. In this way an under-water embankment is built up to within about 9 or 10 feet of the surface of the water, and through this embankment the piles forming the bents are driven, extending 2 or 3 feet into the lake bottom below. By the use of this under-water embankment the trestle is stiffened considerably in the deep water.

The whole system of forming the embankment in the lake in this manner has proven very satisfactory, and while there have been a few cases where the material, after being built up to the level of the track, has slid away, carrying portions of the trestle with it, these instances have not been of a very serious nature; and while undoubtedly more trouble will be experienced as the outer end of the embankments are being reached, I am satisfied that the whole scheme will turn out very successful. The embankments so far have held up splendidly, and very little loss has been caused by the action of the water.

The excavating machines in use on this section for dry work, namely, one dragline excavator and two steam shovels with their quota of locomotives, dump cars, etc., have completed all the dry excavation possible on the section, and the plant has been laid up or rented to other contractors along the canal. A small amount of excavation south of the Lake Shore road has been left to be used later on as back-fill in rear of the walls; and a strip of material along the east side of the lock pit has been left to carry the Ten-mile creek during the construction of the lock. A heavy bank of material has been left to keep the lake water out of the lock pit. This excavation north of the lock will be removed by dredging when the time comes to allow the water into the pit. Although this pit is now over 30 feet below the lake level adjacent, and covers quite a large area, very little water enters it, and a small pump working intermittently keeps it perfectly dry. It is satisfactory to be able to state that the surface of the rock and the nature of the material underlying the rock in the pit have turned out exactly as shown by the borings and as outlined on the contract drawings.

Fair progress has been made on the construction of cribs for the entrance piers and inside docking, but owing to the unusual low water in lake Ontario this season, some delay has been experienced in getting the cribs out of the harbour at Port Dalhousie, where they are being constructed, and the contractors have been obliged to deepen this harbour by dredging, in order to give sufficient draught to permit of the cribs being towed out.

The first of the cribs was completed last fall and towed to Port Weller, but the dredging in the entrance up to that date did not give sufficient depth of water to allow of the crib being floated to its proper position. Consequently, water was allowed to flow into the crib until it rested on the bottom, and owing to unusual low water in the lake this season, no steps have been taken up to the present to float it. The temporary removable wooden bottoms were tested sufficiently in this crib to show that they would be a decided success.

Four completed cribs are now in the harbour at Port Dalhousie ready to be towed to Port Weller for sinking, and another crib is in course of construction.

In August last, Lane Bros., who are sub-contractors for the concrete work on section No. 1, commenced work on the construction of the lower west entrance wall to lock No. 1. This is a reinforced concrete retaining wall of the buttress type, 42 feet high. It is founded on rock, and extends from near the present shoreline to the foot of lock No. 1, a distance of 1,640 feet. It is being constructed in monoliths of 100 feet in length each. In the construction of this wall, triangular steel frames 41½ feet in height have been utilized, and erected at 12-foot intervals, one in each buttress, their purpose being mainly as a support for the reinforcing bars, and for the contractors' forms. The frames are punched to correspond with the system of reinforcing in the wall, and the rods threaded through the holes. This method ensures the rods being placed exactly where they are required, and that none are omitted. It is not considered that the frames themselves, with the exception of the back legs, bear any material part in the reinforcing of the wall, but experience has shown that their use was amply justified for the purpose for which they were designed.

The erection of frames and pouring of the floor slab for this wall was completed during the latter part of the season of 1914, and concreting of the walls was carried on intermittently during the fall and early winter, as weather permitted. Work has been carried on continuously this summer, and now, commencing at the north end, monoliths 1 to 4 are completed, monoliths 5 to 9 complete with the exception of the top lift of 53 inches, monoliths 10 to 16 have as yet only received their first lift of 53 inches above the floor slab. The 100-foot gravity section of wall between the upper end of the retaining wall and the first monolith of the lock wall was completed during the winter.

On April 1st last the contractors commenced concreting on the west lock wall of lock No. 1, and have been continuously engaged on this to date. Work was started at the lower end of the chamber wall on the 4th monolith, and to date monoliths 4, 5, 6, and 7 are up 38 feet, monoliths 8 and 9, 20 feet, and three monoliths have received only the floor slab. The main filling culvert, which is 14 feet wide by 16½ feet high, is being built into the wall by means of a collapsible steel form, 60 feet in length, which is also the length of most of the lock monoliths. On the completion of a monolith to a height of 5 feet above the culvert, and after allowing a couple of days for setting of the concrete, the form is slightly collapsed by means of turnbuckles and moved forward on rails into position for the next monolith. Wooden forms are used for the 3 foot by 4 foot laterals connecting the main culvert with the lock. Steel panel forms are being used for the face of the lock wall.

Pile-driving for the foundation of the upper entrance walls of the lock has been completed.

The watertight embankment on the east side of the pond at the head of lock No. 1 was built during the summer of 1914. A row of triple lap sheet piling was driven along the centre line of this bank through some pervious material, and into the clay beneath. The tops of the piles were left a couple of feet above the ground to form a cut-off into the bank above. The back ditch in the rear of this bank was carried under the Lake Shore road and into the basin between the supply and regulating weirs by means of a reinforced concrete culvert.

Excavation and pile-driving for the foundation of bridge No. 2, a highway bridge located at the south end of the section, was carried on during the winter, and concreting in the west abutment commenced on April 22 last, and is now nearing completion.

Section No. 2.

This section, which is under contract to Messrs. Baldry, Yerburgh & Hutchinson, includes, in addition to the excavation of the canal prism, the construction of locks Nos. 2 and 3, with their regulating and waste weirs; the substructure of four bridges in addition to the one over the head of lock No. 2, and a large amount of watertight embankments, and the contractors have been prosecuting the work vigorously during the past season. Their operations, in the main, have consisted of prism excavation, building watertight embankments, and the construction of the breast wall and upper west entrance wall of lock No. 2.

There is practically no rock excavation on this section, and all of the excavated material from the canal prism not required for watertight embankments has been hauled to lake Ontario and deposited in the west harbour embankment. To date, a total of 3,000,000 cubic yards of class II (earth) excavation has been removed, 1,500,000 cubic yards being for watertight embankments, and the balance, 1,500,000 cubic yards, having been placed in west harbour embankments. All of the plant mentioned in my last report is in operation, and in addition a drag-line excavator, and some rolling stock rented from the contractors for section No. 1, the excavating equipment now comprising five steam shovels, three drag-line excavators, and five grading machines. This plant is distributed over the full length of the section, and has worked steadily during the year, with the exception of a short interval during the winter, which was taken advantage of for a general overhauling of plant.

At present, drag-line excavator No. 1 is operating in the pit for lock No. 2, excavated material going to west lake fill.

Yale & Reagan steam shovel is also working in the lock No. 2 pit, material going to west lake fill.

Yale & Reagan small shovel is excavating channel for regulating weir, lock No. 2, material going into watertight embankments.

The drag-line rented from section No. 1 is completing prism excavation along the west slope from station 215 south, material going to west lake fill.

The five grading machines building east and west watertight embankments for pondage above lock No. 2.

Stein & Reid's shovel in prism excavation between stations 245 and 286, material going into storage for east watertight embankment, pond No. 2.

B. V. & H. drag-line, excavating to grade for Queenston Road bridge foundations, material going to west lake fill.

Shovel No. 7 in prism excavation, east side between stations 302 and 320. The output of this machine has been going to storage for east watertight embankment, but is now being disposed of in west lake fill. This shovel's record for the past three months is interesting. Working ten hours a day, the output, place measurement, was as follows: April, 59,000 cubic yards; May, 68,000 cubic yards; June, 81,000 cubic yards; total, 208,000 cubic yards.

Hill & Leonard's shovel, excavating lock pit, lock No. 3, output going to west lake fill.

Work on the construction of the breast wall of lock No. 2 was commenced in August last. The method adopted in excavating the pit was to drive a wall of steel sheet piling, 45 feet long, to refusal around the site, the piling being braced with heavy wooden timbers as the excavating proceeded. The steel piling was driven to an average penetration of 33 feet, until excavation in the pit had been carried on to a considerable depth, when the piles were redriven to their full length.

The excavation of the pit, which was largely done by hand, owing to the confined working area due to the interior bracing, was completed early in December, and concreting started on December 20. This was carried on intermittently during the winter, and to date the concrete has reached elevation 295·50 (ground level) where it has been stopped until the bearing piles in the forebay foundation have been driven, which work is now under way.

This method of building the breast wall was adopted in order to conserve the ground above the breast wall in its natural state, as, had the lock pit been excavated in the usual manner it would have been open for several months, during which time slides would undoubtedly have occurred, which would have prevented a satisfactory treatment of that portion above the breast wall, whereas the method adopted will leave the material above the breast wall intact.

Pile driving for the foundation of the upper west entrance wall to lock No. 2 was commenced in January, 1915, and completed the latter part of April, when driving for the upper east wall was commenced and is still in progress. Both walls will be founded on piles driven through stiff red clay into variable sandy strata. During May, tests were made of the bearing power of this clay. An initial load of 3,500 pounds per square foot was placed and allowed to stand for a week, with no appreciable settlement. The load was then increased to 8,000 pounds per square foot, resulting in a settlement of three-eights of an inch directly after applying the load, but with no subsequent settlement. While this was very satisfactory, it was thought advisable to drive piles to support the heavy retaining walls.

Concreting in the upper west wall commenced on May 14 last, and to date one 48-foot monolith has been brought up 37 feet, two monoliths 31 feet, one 19 feet, and one 13 feet from the foundation.

The method of sinking the breast wall pit of lock No. 3 will be similar to that adopted for lock No. 2, and the work of driving the steel sheet piling was started on the 26th instant. The material not being of a very hard nature, the piles are being driven to their full penetration, and good progress is being made.

Five grading machines drawn by traction engines have been employed on this section building the watertight embankments where the canal is above the natural ground level. To date the west embankment of pond No. 2 is completed between stations 210 and 214 and stations 242 and 280; and the east embankment completed between station 230 and the south end of the pondage, opposite station 290.

Work on the substructure for pond bridge "A," which will carry the Homer road over the pondage at the head of lock No. 3, was commenced on the 8th instant. The substructure is designed and is being built to accommodate the present swing bridge over the canal at Port Robinson, which will be replaced next year by a new structure. The use of this bridge will allow access to the pond by tugs, etc., which may be of considerable value in the future.

Some work has been done on the building of concrete protection to the canal banks. This protection consists of a 6-inch slab of concrete laid on a layer of broken stone, and will extend from 5 feet below water to 5 feet above water. The foot of the slab will rest on a horizontal 5-foot berm, and will have a 1¼ to 1 slope. To date, 5,000 square yards of concrete protection (2,900 lineal feet) have been completed on the east bank.

All the excavated slopes above water level have been sodded, as it is a cheap and efficient method of protecting the slopes after trimming. In order to hold the sods in places, pegs are driven through them into the slope, and the results obtained have been very successful. Slopes of embankments are allowed to settle for a year before trimming and sodding.

Section No. 3.

This section is under contract to Messrs. O'Brien & Doheny and Quinlan & Robertson, and comprises a very large amount of work aggregating about $10,000,000 in value and consisting principally of the excavation of 2,700,000 cubic yards of rock and 3,400,000 cubic yards of earth; the diversion of the Grand Trunk railway, Welland division, which was rendered necessary in order to obtain satisfactory location for the canal; the building of a large earth dam with concrete core wall; the building of twin locks Nos. 4, 5 and 6 in flight, and single lock No. 7, which, together with their entrance walls, etc., will contain about 1,200,000 cubic yards of concrete. The contract also comprises the crushing and furnishing of about one and a quarter million tons of stone for concrete for sections Nos. 1 and 2.

The relocation of that part of the Welland division of the Grand Trunk railway located on section No. 3 was completed in December, 1914, and traffic turned over the new line on the 14th of that month. As the line here climbs the Niagara escarpment on a 1·7 per cent grade, the work has been very heavy, having involved the removal, in all, of 48,000 cubic yards of rock and 43,300 cubic yards of earth excavation, within a distance of 2 miles.

The Hamilton Bridge Works Company, Limited, completed work on the four truss spans for the temporary diversion of the main line of the Grand Trunk railway in October last, and the railway company commenced operation over the diverted line on October 29. This diversion, which consists in moving a portion of the double-track main line about 50 feet to the north, where it crosses the site of twin locks No. 4, was rendered necessary, in the manner in which it has been done, in order to carry the double-track main line of the Grand Trunk railway over the works during construction and to allow free passage beneath the railway for the excavated material from the lock pits to the stone crusher, located just north of the main line, and to lake Ontario. In order that this diversion might be finally disposed of and cause no further trouble to the Grand Trunk railway or to the contractors, the centre pier upon which one end of these steel spans rest has been sunk through earth and rock, a depth of 90 feet, to the level of the foundation of the locks, and it will be eventually incorporated in the centre wall of the locks. The side piers have been sunk to about two-thirds of this depth, to the surface of the rock below. This will allow the contractors to excavate the lock pit completely without interfering with the bridge, and allow the lock walls to be built. When the locks are completed, two bascule lift bridges will be placed on the original line of the Grand Trunk railway and the line replaced in its former position. The temporary spans will then be removed. Instead of building double-track spans four single-track spans have been constructed, the idea being that they will be easier to sell upon the completion of the work than a double-track structure.

Work on the dam for pondage at the head of lock No. 6 was continued up to November 16, 1914, when operations were discontinued for the winter, owing to frost. Work was resumed again the latter part of April, 1915.

The concrete core-wall of the dam was built in a trench excavated to rock at depths varying from 5 feet to 35 feet and extends from the rock surface to about 30 feet below the top of the dam.

Earth excavation suitable for watertight material from the site of lock No. 7 and the Grand Trunk Railway relocation was placed in storage on either side of the site of the dam, and two powerful long-boom clam shell machines have been at work rehandling this material into the dam.

The seat of the dam was carefully prepared by removing all loam and other loose material, and by benching all sloping surfaces. A toe trench was then excavated along the full length of the dam for a few feet in depth into the solid material, and the dam has been built up in layers of approximately 8 to 12 inches, each layer being carefully watered, spread and rolled. The dam at present is being built only from the head of lock No. 6 to the west bank of the present canal, but it will eventually, after the operation of the ship canal has been fully tested, be extended over the present canal to the high ground on the other side. Present elevation of dam, 500; ultimate elevation, 530·5.

During the summer of 1914 the sites of twin locks 5 and 6 were stripped to rock of the overlying earth, and actual rock excavation commenced on the site of lock 5 on November 21. Since that date the work has proceeded vigorously, day and night shifts being employed, and the rock has been opened up right through to the head of lock No. 6. At present there are five steam shovels at this work, and to date a total of 384,000 cubic yards of rock has been removed, the bulk of this material going to the crushing plant or to a stock pile which is being formed adjacent to the crusher. A considerable quantity, however, has been taken to spoil.

The drilling of blast holes is being carried on by three Keystone and three Cyclone well drills, all operated by electricity. Holes 20 to 40 feet in depth are drilled in rows at intervals of 18 feet parallel to and 18 feet at right angles to the centre line of the canal. As many as fifty-seven of these holes have been fired at one time, and as each hole contains several cases of dynamite, the total charge fired has amounted on several occasions to about 13 tons. The firing of these heavy charges caused considerable complaint in the town of Thorold and vicinity, as many of the inhabitants were very much afraid that damage would be done to their buildings, etc., and the contractors were instructed to reduce their charges materially. I have not been able to learn, however, of any very serious damage having been done either in the town of Thorold or elsewhere.

In order that the rock may not be disturbed beyond the contemplated lines of excavation, the contractors have adopted the optional method of channelling the rock along the final lines to be excavated, and there are now four channelling machines on the work, operating on the site of locks Nos. 5 and 6. The other optional method of close drilling has been resorted to to a small extent, but it does not make a good face.

The rock-crushing plant on this section, erected by the contractors under the terms of their contract, to crush stone excavated from the section and supply same for concrete to the contractors for sections Nos. 1 and 2, was completed and placed in operation in November last. This plant now consists of one large No. 42 gyratory crusher, which takes the rock direct from the cars, and a battery of two No. 7½, four No. 6, and two No. 5 gyratory crushers.

Rock, as excavated by the steam shovels and loaded into cars, is brought direct to the crushing plant, the cars being dumped into the No. 42 crusher, which reduces it so that the largest pieces passing through are not more than 6 or 7 inches in thickness. The output of this crusher is elevated to the top of the building, where it is dumped on a grid consisting of a series of steel bars with 1¼-inch spaces between them. The stone passing over the bars falls into a bin and thence into one or other of the No. 7½ or No. 6 crushers. The material passing through the grid is spouted outside the building and taken to waste. The stone passing through the No. 7½ and No. 6 crushers comes out crushed to small sizes, and is elevated to three rotary screens at the top of the building. These screens are designed to take out the dust from the

stone and, where necessary, separate the stone into the two different sizes required on the work, namely, stone which will pass a 1½-inch ring, and stone which will pass a 2¼-inch ring. Any oversize stone which will not pass through the screens falls on a return belt which carries it to the two No. 5 crushers for recrushing, after which it is again conveyed to the screens.

The rock which has been excavated so far is sandstone of a very variable quality, and the strata are interspersed by varying thicknesses of shale. The method of blasting adopted by the contractors, and previously explained, mixes this rock and shale, and the excavation by steam shovel completes the process of mixing, so that the product going to the crusher consists of a very large percentage of shale and dirt, so much so that it has been a very serious problem to eliminate a sufficient quantity of it from the finished product of the crusher to make good concrete material.

The crushing plant was originally designed and built without any idea of such separation, and a good deal of adjusting and changing in the equipment has been necessary in order to bring it up to the required capacity in quality and quantity of stone produced, and some improvement in these aspects has been effected. The product however, is not yet entirely satisfactory, especially when the shovels are working in rock containing more shale than usual, and during wet weather. A large blast fan is now being used, which helps to some extent to remove dust.

In an endeavour to better the product of the crusher the contractors have been taking to spoil the excavation from such shovels as contain a large percentage of poor rock or shale; therefore, a considerable quantity of good rock must necessarily be wasted, and the consequence is that there will probably be a deficiency of good rock for concrete on the section, and the contractors will have to bring in, from elsewhere, stone or gravel with which to build a considerable portion of their concrete.

The question of washing the stone is being considered, and if a good system can be devised I think it will be advisable to adopt this method.

Track scales, capable of weighing a train 110 feet in length, have been placed at the south end of the construction railway near the crusher, and all stone supplied by the contractors for section No. 3 to sections Nos. 1 and 2 is weighed as it passes over these scales, and payment is made to the contractors for section No. 3 on such weights at their contract prices.

Stone has been supplied to the contractors for sections Nos. 1 and 2 since the plant was placed in operation, and in addition a stock pile of approximately 100,000 tons has been formed at one end of the crusher from which to furnish stone when the crusher is idle or when the demand for same becomes very heavy.

During periods of temporary breakdowns of the crushing plant, and when its capacity was not sufficient, rock from the excavation has been dumped in a storage pile just north of the crusher to be rehandled later to the crusher as required.

The contractors have been excavating rock on the site of lock No. 7, by hand and derricks, and supplying same to sections Nos. 1 and 2 to be used as "plums" for concrete, as required by their contract.

Work was commenced in November, 1914, on the construction of the upper west entrance wall to lock No. 6. This wall is founded on very compact clay but under the toe a trench 6 feet in width was excavated to rock and filled with concrete, the remainder of the wall resting on the natural clay foundation. The bearing power of this clay was tested in two places, with loads of 4½ and 5½ tons per square foot, no settlement resulting. Concreting operations on the wall were discontinued on December 14, 1914, and resumed again on April 14, 1915, and the wall completed on May 31. The contractors then commenced work on the adjoining monolith of the west lock wall, which contains half of the upper gate recess, and this is now nearing completion.

Pile-driving for the foundation of the upper east entrance wall to lock 6 was started on June 8. As the rock surface is quite deep, and the overlying material not very hard, it was deemed advisable to build this wall on a pile foundation.

The Niagara, St. Catharines and Toronto railway, an electric road, crossed the present canal, the proposed Ship canal, and the Welland division of the Grand Trunk railway at the southerly limit of the town of Thorold, and it has been necessary to effect a diversion of this line and to provide two steel bridges, one for the crossing of the Grand Trunk railway and the other to carry the line over the proposed Ship canal. The former consists of two deck-plate girder spans, each 51 feet 6 inches long, and one through plate girder span, 58 feet long, and the contract for the superstructure was placed with the Hamilton Bridge Works Company, Limited, Hamilton, on July 23, 1914, and erection completed on October 17. The latter, a single-track through swing span, is at present under contract to the same company, and steel erection is expected to commence in the near future. The substructures for these bridges were constructed by the contractors for section No. 3.

A reinforced concrete bridge, to carry Peter street, in the town of Thorold, over the relocation of the Grand Trunk railway, was built during the fall of 1914. This is a highway bridge consisting of three spans of 36½ feet each. Peter street will eventually be carried over the head of lock No. 7 on a bascule lift bridge in continuation of the above. In the meantime, the traffic is taken care of by means of temporary wooden trestles over the excavation.

Work on pond bridge "C," one of two reinforced concrete bridges to carry the existing roadways over the pondage at the head of lock No. 7, was started during the present month. It will consist of two 31-foot 6-inch end spans and one 36-foot centre span. Pond bridge "D" will be identical, except that it will comprise an extra 36-foot span. Some of the excavation for the piers of pond bridge "C" was done in the fall of 1914, and the roadway embankment leading to the bridge from either side was also built up. This roadway was macadamized as far as possible during the months of May and June, 1915.

None of the excavated material from this section has as yet been hauled to Port Weller for disposal in the harbour embankments, all of the earth so far excavated being required for the construction of the dam at the head of lock No. 6 and for backfill, but the contractors have now brought in some additional rolling stock, and have placed a shovel in the canal prism at the north end of the section where there will be approximately 1,000,000 cubic yards of clay excavation available for hauling to the lake.

Clay excavated between lock No. 7 and the guard gates is being used for backfilling behind the lately built west entrance wall to lock No. 6.

Section No. 4A.

This was a small contract for certain portions of work which were to have been included in section No. 4, but which could not be deferred when it was decided to postpone the letting of the larger contract, and is now completed. The work consisted of the construction of a new supply weir opposite lock No. 25 on the present canal to supply water to the old canal, in place of the one at Allanburg, which is being discontinued as the old canal between Allanburg and the new weir is being filled in with excavated material from section No. 5; also the construction of two reinforced concrete culverts to take the place of open ditches across the area between the present and the old canal, which is also being used as a dumping ground for excavated material from section No. 5.

The old weir at Allanburg was closed and the new supply weir placed in operation on April 12. Advantage was taken of the unwatering of the old canal in June to extend the lower apron, and line with concrete a small pit at the foot of the weir formed by scouring.

This contract involved 78,560 cubic yards of excavation and the placing of 3,076 cubic yards of concrete and some smaller items.

The usefulness of the small steel swing bridge over the old canal at Marlatt's crossing having been done away with by filling the old canal, the roadway was placed on solid embankment and the bridge removed and handed over to the superintending engineer of the canal for use in a crossing he is building at Thorold.

Section No. 5.

This section is under contract to the Canadian Dredging Company, Limited, and consists of the deepening and widening of the "Deep Cut" in the present canal between Allanburg and Port Robinson, to the new dimensions. Dry excavation above water line in canal has progressed continuously during the past year, with the exception of a short interval during the late winter. Five steam shovels worked all season of 1914, one on the east side at Allanburg and the balance on the west side. The east side dry excavation was completed in the fall of 1914, and during the season of 1915 only four shovels are at work. These are operating day and night, however, and approximately one and a half million cubic yards of earth excavation have been removed to date. This material has mostly been disposed of on the dumping ground on section No. 4 between the present and old canal. A long embankment dumped from a trestle has been formed which, with the present canal tow-path, encloses a large area of low ground, which is to be filled to canal tow-path level by the hydraulic suction dredge, thus reclaiming and making it valuable. The balance has been used to fill in low ground near Port Robinson.

The dredging plant which is to operate on this section arrived on the work during the late fall and early spring, and the work necessary to place it in readiness for the season's operations has been carried on. This plant at present consists of three dipper dredges, one clam shell dredge, and one hydraulic suction dredge, with the necessary complement of scows, tugs, etc.

The contractors have excavated a basin in the west bank of the present canal about three-quarters of a mile north of Allanburg, in which material dredged from the canal prism will be dumped in front of the hydraulic dredge, then pumped into the pondage area already formed between the present and old canals by the dumping of dry material. The hydraulic dredge *Primrose,* which is to be used for this purpose, was installed in the pumping basin on the 16th instant, and is now in active operation.

The dipper dredge *Sydenham* commenced work on May 18 excavating the pumping basin, and is now operating in the canal prism.

The dipper dredge *Chief* was started on June 16 excavating on the west side of the canal at Port Robinson.

The clam dredge *Leland* commenced work in May and has been operating in the pumping basin and canal prism to date.

During the time the hydraulic dredge has not been in operation, the dredged material has been towed to lake Erie and dumped, but when this dredge is in continuous operation it is the intention to dispose of all this material by means of the hydraulic dredge.

Trimming and sodding of the excavated slopes has been carried on during the year as excavation proceeded.

Bridge No. 13. This will be a bascule lift bridge to take the place of the present swing bridge at Port Robinson, and the contractors are now assembling plant and erecting buildings preparatory to commencing work on the substructure.

An old stone building belonging to the department at Allanburg was fitted up in the fall of 1914 as an engineer's office, and the section was placed under the charge of Mr. J. J. Aldred, C.E. The office building was burned down on June 2, the fire, in all probability, having been caused by a spark from a passing locomotive. As the

fire occurred in the daytime several of the staff were on hand, and all the papers and records were saved and moved into a temporary office in another government building farther north. The old office is now being rebuilt.

CONSTRUCTION RAILWAY.

Grading and tracklaying on the construction railway was completed between lake Ontario and the crossing of the present canal during the early part of July, 1914, and brought into use by the contractors for section No. 2. The entire line to Merritton was finished by October 1, and has been in continuous operation since that date, hauling excavated material to the lake and crushed stone and plums from section No. 3 to sections Nos. 1 and 2.

The entire line was ballasted by the contractors for section No. 2, under the terms of their contract, with gravel obtained from a pit in the canal prism at the village of Homer. As, however, the railway is principally on embankments, which settled considerably during the winter, this ballast has since been supplemented by crushed stone from section No. 3.

The superstructure for the double-track swing bridge carrying the railway over the present canal below lock No. 11, was under contract to the Hamilton Bridge Works Company, Limited, and erection completed July 2.

During the year the line was equipped with a complete interlocking and block signal system and a telephone train despatching system, and the operation placed in charge of a superintendent, Mr. A. G. Harris, late of the Grand Trunk Railway, Stratford, Ont., with the necessary staff under him.

A 50-ton locomotive wrecking crane was purchased by the department for the use of the railway; also a locomotive and two flat cars for general purposes, and the necessary buildings erected at Port Weller to accommodate this plant.

A two-story building has also beeen erected at Homer for the accommodation of the operating staff.

There have been no accidents on the railway worthy of report during the year.

During the coming year the railway will be exceedingly busy, and it will be necessary to run trains at very close intervals.

SAND.

The problem of obtaining first-class sand in sufficient quantity for the large amount of concrete to be placed on this work is an exceedingly difficult one to solve, as all of the sand pits within reasonable distances of the canal are of a very variable quality. The sand so far used has been furnished by a sand company operating a pit near the village of St. Davids. This company has spent a large amount of money in opening up their pit, but the results so far have not been satisfactory on account of the variable quality of the sand and the fact that seams of clay or dead sand are interspersed very irregularly through what would otherwise be very fair material. A new pit is being opened up alongside the one now in use, and hopes are entertained that, betwen the two, sufficient sand of good quality may be obtained. All of the pit sand in this vicinity coutains loam in small quantities, and great care, therefore, is required to thoroughly strip the pit of all overlying unsuitable material, as any addition to the natural quantity contained in the sand would be quite serious. The sand also is impregnated with oxide of iron, which gives it a reddish appearance and often slightly tints the concrete in the finished work. No deposits of lake sand of sufficient quantity to warrant its use have as yet been located.

EXCAVATING PLANT.

A great variety of excavating plant is in use along the canal on the sections now under contract. The submarine excavation entails the use of one three-drill floating

drill boat, six modern dipper dredges handling dippers of from 3 to 5 cubic yards capacity, one floating clam shell dredge handling a 5-yard clam shell bucket, and one 20-inch hydraulic suction dredge. These dredges are tended by a fleet of powerful tugs and dump scows, the majority of the latter being of 500 cubic yards capacity.

The dry excavation is being handled principally by steam shovels, there being twenty-one of these in the different sections, varying in size from the small 20-ton to the large 90-ton, having buckets of from 1½ to 4½ cubic yards capacity. A considerable amount of excavation has been done by means of modern drag-line excavating machines, there being three of these on the work, and they have given splendid satisfaction. These shovels and drag-line machines are tended by a very efficient train service, consisting of a large number of locomotives of all sizes and styles, and many different varieties of dump cars from the 4-yard narrow gauge car to the 20-yard modern steel air dump cars. There are also trains of flat cars unloaded by means of "Lidgerwood" unloaders. On the dumps in the lake and elsewhere there are miles of trackage to take care of the enormous output of all these machines, and "spreaders" of several varieties are in constant use pushing the excavated material over the site of the fills and levelling off the dumps. More than eleven hundred cars have been placed in the west embankment of the harbour in one day.

As much of the material excavated is clay of the consistency of soft putty, which often drops out of the cars in solid lumps of 10 or 12 yards each, the spreaders have a most interesting time in tearing this to pieces and getting it out of the way.

The next and not the least important of the excavating machinery is the grading machine, of which there are five at work on section No. 2. Four of these machines are hauled by traction engines, and one by a team of, usually, seventeen mules, or horses when mules cannot be obtained. These machines plough up a furrow which is turned from the plough share on to a belt running at right angles to the machine and operated from the wheels of the latter. The belt is at an angle of about 30 degrees with the horizontal, and elevates the material to such a height that when it falls over the roller at the top of the belt it will drop into dump wagons which follow alongside the machine. When one wagon is full the machine stops, the wagon keeps driving on and another takes its place, and as soon as the wagon box arrives under the end of the belt the machine is started and the operation continued with very little delay to the actual loading. The wagons hold 1½ cubic yards, are self dumping and are easily hauled by a team of three mules. On this work all the material so excavated has been used to make water-tight embankments, the earth being dumped into the embankment in layers of about 8 inches, which are thoroughly watered and compactly rolled by the wagons driving over them. These machines have been averaging nearly 10,000 cubic yards per month each.

Near the end of lock No. 2 a small 20-ton steam shovel is at work loading earth into wagons for a similar purpose.

Some excavation has been done by locomotive cranes handling clam shell buckets.

The large earth dam at the head of lock No. 6 is being built by two large drag-line machines, one of them having a boom 115 feet in length. These machines are equipped with large clam shell buckets instead of the ordinary drag-line bucket, and are rehandling the earth which has been dumped on either side of the dam site, into the dam. These machines travel on the dam itself, building it up in layers of about 8 inches, which are spread as much as possible by opening the clam shell while the boom is still swinging. After a section has been spread in this way it is levelled off by teams and scrapers and then watered and rolled by large traction engines having wide tread wheels.

CONCRETING METHODS.

The concreting methods so far adopted by the different contractors on sections Nos. 1, 2, and 3 are not in any way remarkable, and do not seem to me to be designed

on a scale commensurate with the importance of the work to be done, nor in keeping with the time-limit or low prices which were tendered for the placing of concrete. Concreting operations, however, are only in their initial stages, and it is probable that more appropriate methods will be employed before this phase of the work gets into full swing.

HOUSES.

In expropriating the land required for the canal between lake Ontario and Allanburg, a large number of houses came into possession of the department, and while it was necessary to destroy several of these, an endeavour was made to save as many as possible, and several of those situated on land to be excavated were moved to nearby sites on government property. Half-a-dozen houses in Thorold were moved on to lots purchased specially to accommodate them, and these have been put into good shape and turned over to the superintending engineer of the present canal for rental purposes. The balance of the houses are being utilized by the contractors and the engineering staff as dwellings, offices, and boarding-houses.

Along the line of sections Nos. 1, 2, and 3 there was no available accommodation for any of our staff when the canal work started, and, although it was made a condition of employment that employees should live in the vicinity of their work, they were unable to do so under the existing circumstances; consequently, all the spare houses along the line were fitted up for the use of the staff, with the exception of a few which were handed over to the contractors.

PIPE LINE FOR WATER SUPPLY.

No actual work has been done in connection with the proposed pipe line to carry water from lake Erie to the reservoirs of the municipalities of Welland, Merritton, Thorold, and St. Catharines to supply pure water in place of the polluted water which will enter the canal through the Welland river, when that river is absorbed in the canal system, but a tentative agreement has been entered into between the department and the different municipalities under which the department is to assume the cost of building the pipe line, the municipalities paying a fixed annual rental for same.

Experiments are now being made on a 300-foot section of 48-inch pipe-line, which is being built at Port Colborne of reinforced concrete, and should these experiments turn out as successful as anticipated, this system of construction will be recommended for adoption.

It will take about two years to complete the pipe-line after active operations on it are undertaken. Consequently it will be necessary to have all preparation for construction completed during the winter of 1915-16.

MISCELLANEOUS CONTRACTS.

The following are the only important miscellaneous contracts which have been awarded since the date of my last report:—

July 21, 1914.—Northern Electric Company, Limited, Montreal, supply and installation, complete, of selective train despatching and blocking systems for Welland Ship Canal construction railway.

July 23, 1914.—The Hamilton Bridge Works Company, Limited, Hamilton, construction and erection, complete, of single-track railway bridge, consisting of two deck plate girder spans and one through plate girder span, to carry the N. S. & T. Ry. over the relocated Welland division of the Grand Trunk railway at Thorold.

August 7, 1914.—Saxby & Farmer, Limited, Montreal, supply and installation, complete, of mechanical interlocking plants and block signal system for the Welland Ship Canal construction railway.

August 12, 1914.—Gurney Scale Company, Hamilton, supply and installation of one 150-ton railway track scale for the Welland Ship Canal construction railway at a point approximately one mile east of Merritton.

February 12, 1915.—Hamilton Bridge Works Company, Limited, Hamilton, construction and erection, complete, of single-track railway swing bridge to carry the N. S. & T. Ry. over canal at site of guard gates, south of Thorold.

April 14, 1915.—Canada Cement Company, for the supply and delivery of 2,500,000 barrels of Portland cement, to be delivered during the years 1915, 1916, and 1917, as required.

CEMENT.

In view of the large quantity of cement which will be required for the concrete to be built, amounting to approximately 2,500,000 barrels, it was considered advisable that a contract to cover the complete requirements during the life of the work should be entered into, rather than to let yearly contracts, in order that the cement company, or companies, furnishing cement would be in a position to make their arrangements well in advance for the supply and delivery of the large quantities which will be required during the years 1915, 1916, and 1917 without interfering with their regular business. Accordingly, tenders were invited by the department, and a contract has been entered into with the Canada Cement Company for the supply and delivery of 2,500,000 barrels of cement, more or less, to be delivered as required until the final completion of the work.

GENERAL PROGRESS OF WORK.

A comparison of the actual work done to date on sections Nos. 1, 2, and 3 with the theoretical progress that would be required to complete these contracts on the dates specified, namely, April 1, 1917, shows that sections Nos. 1 and 2 are about six months behind the theoretical line, and section No. 3, about twelve months behind, but now that the work on these sections is in full swing they are all gaining somewhat, and it appears to me that section No. 1 will be so near completion by the spring of 1917 that any work remaining to be done will not interfere with the opening of the canal. Section No. 2 should be very nearly as far advanced as section No. 1, but section No. 3 can hardly expect to place the enormous amount of concrete necessary to complete their work within the contract time, but there is no reason that I can see which should delay the completion of this section for more than one year, namely, until the spring of 1918, and as, under my latest plan I propose that the lock gates shall be built at some convenient point on lake Ontario and floated into position ready to be set up in the locks, I can see no reason why the canal should not be opened for navigation, as originally contemplated, in the year 1918.

There are five sections on the upper level of the canal yet to be placed under contract, and in order that the above prediction may be fulfilled it will be necessary to place these sections under contract as early as possible in the coming year, and it would be much better if two of these sections Nos. 4 and 8, could be placed under contract not later than January, 1916.

Since the first shovelful of earth was taken out in October, 1913, an enormous amount of work has been done and great obstacles overcome. This has only been possible through the earnest efforts and active co-operation of all concerned. The contractors and their staffs and my assistants with their staffs have been working at high tension during all this period in an earnest endeavour to push on the work and at the same time make it a credit to all concerned.

It is very satisfactory for me to be able to report that already a majority of the rather unusual methods which were specified for the carrying out of the work have

been successfully accomplished to such an extent as makes it certain that they are entirely practicable and economical.

I may mention the building and operation of the construction railway for the use of the contractors of sections Nos. 1, 2, and 3 for hauling excavated material to the harbour embankments in lake Ontario and for the hauling of crushed stone from section No. 3 to the works on sections Nos. 1 and 2, and the supplying of this stone by section No. 3 to the other contractors, all of which are working out very satisfactorily.

The following members of the staff have been granted leave-of-absence in order that they might enlist for active service abroad, and several of them are now on the firing line:—

J. C. Ball, Assistant Engineer, Section No. 3.
H. S. Clark, Instrumentman, Section No. 2.
R. C. Morgan, Transitman, Head Office.
C. J. Swift, Instrumentman, Section No. 1.
D. Clark, Timekeeper, Section No. 3.
H. M. Campbell, Draughtsman, Head Office.
W. W. Wallace, Leveller, Section No. 1.
R. Raynor, Timekeeper, Section No. 3.
E. O. Holt, Rodman, Section No. 1.
S. Dicks, Rodman, Section No. 2.
D. C. Spears, Rodman, Section No. 3.
F. Ellis, Axeman, Section No. 1.
E. C. Harris, Switchman, Con. Railway.
T. E. Jones, Switchman, Con. Railway.
Phillip Brett, Switchman, Con. Railway.

I am, sir, your obedient servant,

J. L. WELLER,
Engineeer in charge.

REPORT OF SUPERINTENDING ENGINEER, WELLAND CANAL.

St. Catharines, June 30, 1915.

Sir,—I have the honour to submit my annual report on the maintenance and operation of the Welland canal and its branches for the fiscal year ended March 31, 1915.

NAVIGATION SEASON.

The canal opened for navigation on the 15th April, and closed 18th December, 1914.

ACCIDENTS.

An unusually large number of breaks occurred.

On the 30th April, 1914, the steamer *Compton,* upbound, light, carried away the two headgates and the westerly foot gate of lock 4. Repairs were carried out quickly, spare gates stepped and navigation resumed in seventeen hours.

A very serious accident happened on the 10th June, when the steamer *Pueblo,* downbound and loaded, struck and carried out the foot gates of lock 9. The rush of water from lock 9 reach also carried out the head gates, and the vessel being swept by the current was carried on down lock 8 level, a short one, and struck the head gates of lock 8, carrying out one and badly damaging the other. The gates at the head of lock 9 were jammed together and wedged between the lock walls near the upper end of the lock. In addition, the large stones forming the top course of masonry of the breast wall of lock 9 were lifted bodily by the rush of water and deposited in the upper recess, the removal of which necessitated the complete unwatering of the level by means of a sheet pile dam. All this added to the difficulty in making repairs. Five spare gates were stepped, the damaged one repaired and navigation resumed on the 13th June, having been interrupted for sixty-seven hours.

A minor accident, due to the breaking of a through rod of the heel path foot gate at lock 18, on the 22nd June, which necessitated the removal of the damaged gate and the placing of a spare one, caused delay to half a dozen vessels, varying from one to three hours.

On the 27th June, another lesser accident occurred at lock 8 due to surge action. The steamer *Meaford,* upbound, had left the lock and had not yet entered lock 9, when the locktenders unlocked the head gates and began to close them. The tow-path head gate was mitered when a surge from the *Meaford* caught the other gates, the locktender losing control of it. It struck and threw the tow-path gate over the mitre sill, badly breaking the gate. On the heel path gate the hood was broken. A spare gate was placed in position and damaged hood replaced in eleven hours.

The steamer *Sarnor,* light, upbound, on the 27th July, struck and carried out the two head gates of lock 8. Repairs were quickly made, spare gates placed and navigation resumed after ten hours interruption. Her owners failing to put up the necessary security deposit to cover cost of making the repairs, abandoned the boat to the Government. She is still being held at Port Colborne.

On August 9, the steamer *Windsor* upbound and light, had safely entered lock 12. The vessel's helpers hoisted the valves in the head gates while the foot gates were being closed. The current set up in the lock forced the foot gates shut, mitreing very imperfectly. This caused a heavy back surge, which carried the *Windsor* into the head gates, carrying them out. The vessel and the rush of water from the reach above

also carried out the foot gates. Four spare gates were placed and traffic resumed in the canal, having been interrupted twenty-seven hours. Difficulty was experienced in removing the broken gates, all of which were jammed and wedged one on top of the other between the lock walls in the lower recess.

A minor accident occurred on the 16th of August, when the steamer *Turret Crown,* upbound, struck the tow-path foot gate of lock 15 and broke the hood. Repairs were made and spare hood placed with a delay to vessels of about six hours.

Another break happened on the 23rd August. The steamer *John B. Ketcham 2nd,* upbound, light, carried away three gates at lock 6. Spare gates were placed and traffic resumed in 16½ hours.

Another minor accident occurred on the 10th November. A piece of steel plate from the fender streak of the barge *Ungava,* broke off and fell on the upper recess floor of lock 18. In closing the gate, this obstruction threw the tow-path gate off its step. The level had to be drawn and the gate lifter brought up from Port Dalhousie to restep the gate. Navigation was interrupted about eight hours.

SLIDES.

A bad slide, due to low water, occurred on the 4th December in the westerly bank of the summit level, about one-half mile north of the Air Line Railway bridge, completely blocking traffic. Fortunately, a dredging plant was available at Thorold, and arrangements were made with the Windsor Dredging Company for the immediate removal of enough material to give a safe channel for vessels, it being proposed to remove the remainder and greater portion of the slide in April, 1915, before navigation opened.

Navigation was delayed about four days for loaded boats and three days for light vessels.

IMPROVEMENTS—NEW CANAL.

A contract was entered into with Messrs. T. Bradley and David Walker for the furnishing and placing of stone protection along certain portions of the summit level, between Thorold and Port Colborne. The contract was satisfactorily completed during the summer.

At the opening of the 1915 season of navigation the Gowan lock gate safety device had been installed on the head gates at locks 5, 7, 9, 10, 17, 18, 19, 21, and 24.

During the winter of 1914-15, the foot gates at all of the locks were equipped with a locking device with a view to prevent foot gates being carried out by the rush of water when head gates are knocked out of mitre by vessels, and carried away.

Protection gates of the hinged lift type were installed at the approaches to Welland bridge, and have been satisfactory.

PORT COLBORNE.

The government grain elevator, in 1914, did a remarkably good business, almost doubling that of the previous year. The elevator received 38,604,140 bushels of grain, as against 21,441,826 bushels in 1913, and 9,839,310 bushels in 1912. The net earnings were $103,822.49, as compared with $53,047.06, the previous year. The business of this elevator since its erection in 1908 has increased most steadily and satisfactorily.

Construction work on the enlargement, giving the elevator a total storage capacity of 2,000,000 bushels, was still in progress during the year, and hampered and inconvenienced the operation of the elevator.

REPAIRS—NEW CANAL.

Ordinary repairs to the structures on the new canal were carried out as usual during the year. Owing to the war, and as a precautionary measure, the new lock at Port Colborne, which had hitherto for some years not been operated, was put in operation. The gates, which were in a decayed condition, were repaired, and the lock floor cleared by divers of large quantities of stones. Foot bridges over the weirs at locks Nos. 8, 9, 10, 11, 18, 20 and 24, and a road bridge over lock No. 12 weir, which were badly decayed and unsafe, were renewed by reinforced concrete bridges during the year.

REPAIRS—OLD CANAL.

The old canal was unwatered for two weeks, beginning the last week in May, and repairs were made to the underwater structures. The aprons of weirs at locks Nos. 4 and 9, which were badly undermined, were repaired in concrete. Mill owners took advantage of the unwatering, and made the necessary repairs.

Ordinary repairs were carried out throughout the year.

Foot bridges over the weirs at locks Nos. 12, 14, 15, and 20, which were in an unsafe condition, were replaced by reinforced concrete bridges.

A reinforced concrete highway bridge was built over the hydraulic race at Thorold road, near Hennessy's corner, St. Catharines, to replace the wooden structure, which was badly decayed and dangerous to those using it.

Over the by-pass at lock 5, St. Catharines, the wooden highway bridge, which was in a rotten condition, was replaced by a reinforced concrete bridge.

Work was begun on a new reinforced concrete bridge of fixed span to replace the highway swing bridge over lock 24, old canal, at Thorold, which was very unsafe for traffic. A temporary wooden bridge was thrown across the lock to allow work on the new bridge, and so that the heavy traffic at this crossing could be maintained.

The city of St. Catharines completed the Ontario street high level bridge over the old canal and raceways. It is a reinforced concrete arch bridge of thirteen spans.

WELLAND CANAL FEEDER.

There was no freshet on the Grand river this spring (1915), the run-off passing down very uniformly and gradually.

Extensive work was done at Dunnville lock. The old wooden lock was unserviceable and badly decayed; the foundation undermined and leaking badly, and the gates broken. Both upper and lower ends of the lock were renewed in concrete. The gates were renewed and built to old canal dimensions. The old wooden highway swing bridge across the upper end of the lock was torn down and has been replaced by a temporary wooden bridge of fixed span. It is proposed to build next year, a new steel single-leaf lift bridge at this point.

The highway swing bridge at the Forks Road crossing of the feeder was repaired, and the centre pier and abutments renewed in concrete. The grade of this bridge was lowered 2 feet.

The back ditch on the southerly side of the feeder, from the concrete culvert east of Marshville to the Pettit Road bridge, the back ditch on the northerly side of the feeder from Sunfish creek culvert to the Inman Road bridge, and the back ditch on the northerly side of the feeder, from the Hutchinson Road sluiceway to the Grand Trunk Stromness station, were deepened and cleaned out, as they were badly filled in and undergrown.

An old wooden highway bridge over the back ditch on the northerly side of the feeder between lots Nos. 29 and 30, township of Wainfleet, was in a dangerous and decayed condition, and was rebuilt in reinforced concrete.

A 24-inch concrete tile overflow culvert was built through the northerly bank at the Bird road crossing to carry off surplus water from the back ditch during the spring freshets.

Owing to the rebuilding of the lock at Dunnville, the whole feeder was completely unwatered, and navigation thereon closed from the 22nd July, 1914, until the 11th January, 1915.

GENERAL.

The water in lake Ontario during the 1914 navigation season averaged eleven inches, and that in lake Erie 8 inches, lower than during the 1913 season of navigation.

GENERAL.

On August 5, 1914, after war was declared, military forces were placed on the Canal to guard its banks, structures, etc.

The following employee was superannuated: Mr. Cornelius O'Gorman, on 15th December, 1914.

The following superannuated employee died during the year: Mr. Arthur W. Bradley, on 15th August, 1914.

Attached is a statement of moneys collected for damages to canal property by different vessels, etc.; also a statement showing the highest and lowest recorded depths of water on the mitre sills of the locks for each month of the year at Port Dalhousie and Port Colborne.

Respectfully submitted,

L. D. HARA,

Acting Superintending Engineer.

Statement showing the highest and lowest depths of water on the lower mitre sill, lock No. 1, new Welland canal, Port Dalhousie, for the fiscal year ended March 31, 1915:—

Months.	Lower Sill.				Months.	Lower Sill.			
	Highest.		Lowest.			Highest.		Lowest.	
1914.	Ft.	In.	Ft.	In.	1914.	Ft.	In.	Ft.	In.
April	16	9	16	0	October	16	1	15	6
May	17	0	16	8	November	15	5	15	1
June	17	0	16	10	December	15	3	14	7
July	17	0	16	9	1915.				
August	16	10	16	4	January	14	8	14	6
September	16	5	16	1	February	15	1	14	8
					March	15	3	15	0

Statement showing the highest and lowest depths of water on the upper mitre sill, lock No. 26, new Welland canal, Port Colborne, for the fiscal year ended March 31, 1915.

Months.	Upper Sill.				Months.	Upper Sill.			
	Highest.		Lowest.			Highest.		Lowest.	
1914.	Ft.	In.	Ft.	In.	1914.	Ft.	In.	Ft.	In.
April	15	9	13	5	October	15	10	13	1
May	15	11	13	11	November	15	7	13	6
June	15	6	14	10	December	15	6	12	3
July	15	7	14	6	1915.				
August	15	3	14	5	January	14	4	12	2
September	15	8	13	7	February	13	10	10	2
					March	13	6	12	9

Statement of moneys collected for fines and damages caused to Welland canal property by vessels, etc., during the fiscal year ended March 31, 1915:—

Date of fine or damage.	Name of Vessel.	Amount of fine or damage.	Amount paid.	Date paid.	Where paid.
1914.		$ cts.	$ cts.	1914.	
April 30	Str. Compton	3,650 51	3,650 51		Department.
May 15	" Fordonian	13 60	13 60	June 27-14.	Pt. Dalhousie.
" 20	Brg. Ungava	136 45	136 45	" 6-15.	"
" 26	Str. Saskatoon	156 16	156 16	Sept. 24-14.	"
" 30	" Stormount	185 37	185 37	June 6-15.	"
June 6	" Corunna	10 25	10 25	Aug. 25-14.	"
" 10	" Pueblo	7,834 47	7,834 47		Department.
" 23	" Chas. Beatty	13 46	13 46	Aug. 22-14.	Pt. Dalhousie.
" 30	Tug Meteor and Derrick Scow	18 46	18 46	Sept. 25-14.	"
July 7	Str. Wm. A. Haskell	32 82	32 82	Aug. 25-14.	"
" 8	" St. Joseph	13 15	13 15	July 24-14.	"
" 21	" Key West (fine)	10 00	10 00	Aug. 3-14	"
" 23	Drdg. C. M. Hall	8 68	8 68	May 13-15.	"
" 27	Str. Sarnor	2,180 98	Vessel aban	doned to G	overnment.
Aug. 3	" Stanstead	10 09	10 09	Aug. 31-14	Pt. Dalhousie.
" 5	" A. E. McKinstry	17 74	17 74	Sept. 16-14.	"
" 5	" Strathcona	14 20	14 20	" 24-14.	"
" 9	" Windsor	6,497 31	6,497 31		Department.
" 11	" J. W. Nicholas	27 91	27 91	May 13-15.	Pt. Dalhousie.
" 11	" J. W. Nicholas (fine)	15 00	15 00	Aug. 17-14.	"
" 16	" Turret Crown	39 32	39 32	Aug. 26-14.	"
" 19	" J. B. Ketcham 2nd	51 27	51 27	Sept. 15-14	"
" 21	" Keyport (fine)	15 00	15 00	" 27-14.	"
" 22	" Rosemount	17 43	17 43	Oct. 1-14.	"
" 23	" J. B. Ketcham 2nd	4,107 48	4,107 48		Department.
" 30	" E. L. Fisher	15 60	15 60	Jan. 14-15.	Pt. Dalhousie.
" 25	" J. B. Ketcham 2nd	12 16	12 16	May 13-15.	"
" 30	" Beaverton (fine)	15 00	15 00	Sept. 5-14.	"
" 31	" J. W. Nicholas (fine)	15 00	15 00	Nov. 1-14.	"
Sept. 3	" Canadian (fine)	15 00	15 00	Sept. 22-14.	"
" 3	" H. E. Packer (fine)	15 00	15 00	" 9-14.	"
" 3	" Donnacona (fine)	15 00	15 00	" 22-14.	"
" 4	" Acadian (fine)	15 00	15 00	Oct. 6-14.	"
" 10	" A. E. Ames (fine)	15 00	15 00	" 9-14.	"
Oct. 4	" Rock Ferry	14 07	14 07	June 23-15.	"
Sept. 19	" Toiler	196 95	196 95	Oct. 14-14.	"
Oct. 4	Brg. Hamilton	14 09	14 09	Jan. 8-15.	"
" 4	" Ungava	63 00	63 00	" 8-15.	"
Nov. 10	" Ungava	162 13	162 13	Feb. 9-15.	"
1915.					
Feb.	Jas. H. Corbett	77 80	77 80	April 19-15.	St. Catharines.

REPORT OF THE SUPERINTENDING ENGINEER, SAULT STE. MARIE CANAL.

SAULT STE. MARIE, April 1, 1915.

SIR,—I have the honour to report upon the maintenance and operation of the Sault Ste. Marie canal for the fiscal year ending March 31, 1915.

The canal was opened for traffic on April 20, and closed on December 14, having been in operation for 239 days.

The traffic passing Sault Ste. Marie shows a heavy decline over the preceding year. The freight traffic through the Canadian and United States canals, during the season of 1914, amounted to 55,369,934 tons, a decrease of 30·5 per cent; the passengers numbered 59,801, a decrease of 22·5 per cent, and the registered tonnage of vessels amounted to 41,986,339, a decrease of 27·6 per cent.

The Canadian registered tonnage through both canals amounted to 4,270,624, a decrease of 1·3 per cent, and the freight tonnage carried in Canadian vessels amounted to 4,911,705, a decrease of 1·1 per cent. These latter figures show a very small percentage of decrease as compared with the total decreases of 27·6 per cent and 30·5 per cent, respectively, mentioned above.

The freight tonnage through the Canadian canal amounted to 27,600,489 tons, a decrease of 35·3 per cent; the passengers numbered 30,502, a decrease of 17·2 per cent; and the registered tonnage amounted to 17,295,963, a decrease 33·3 per cent.

The falling-off in traffic of the Canadian canal was caused partly by the depression in business during last season and partly by the opening of the new "third lock" of the United States canal.

The new "Davis Lock" or "Third Lock" as it is popularly called, on the United States canal, was opened for traffic on October 21, 1914. The lock is 80 feet wide, 1,350 feet long between gates, or 1,300 feet available for locking, and has 24 5 feet of water on the sills at low water. While this depth is much greater than that in either the Poe lock or Canadian lock, the increased depth cannot be used until the depth in the river reaches is made to correspond. At present the depth of water in the Canadian lock governs the loading draught of vessels.

As the largest vessel on the lakes at the present time is 625 feet long, the new lock will just accommodate two such vessels, making allowance for the necessary safe clearance between vessels.

ACCIDENTS AND DAMAGES.

On April 25, when closing the auxiliary gates, a small quantity of ice behind the heel of the north gate caused the gate to bind, owing to the eccentricity in the pivot of the gate, and broke both 4-inch steel anchor bars. These bars were replaced by similar bars on the lower guard gates, and new bars were made to replace the latter.

On July 11 last, while the steamer *Geo. A. Graham* was entering the lock, downbound, she struck the steel channel on the face of the north upper main gate, bending the top of the channel about a foot out of line. The channel was not repaired at the time, as the damage was not sufficiently great to interfere with the operation of the gate, and it would have caused considerable delay to traffic to do so. The necessary repairs will be made before the opening of navigation.

On August 25, while the steamer *Jos. S. Morrow,* which had just left the lock downbound, was passing an upbound steamer, she was crowded to the north side of the channel on to a combing left by a dredge which had been working in that neighbourhood. She was released the next day without serious damage.

On November 19, a gear on the gate machine of the south lower main gate was broken and the motor turned over by a broom, which had been left standing near by, falling into the gear. The break was repaired without delay to traffic.

IMPROVEMENTS.

The timber top of the lower south pier, which was much in need of repairs, was torn out to an elevation below the water line for a distance of 104 feet in length of the pier and rebuilt with concrete front and back walls filled between with stone. Three iron snubbing posts were placed in these walls to replace the old wooden posts.

There still remains a considerable length of this pier to be renewed.

Eleven iron snubbing posts in concrete blocks were placed immediately above the lock, five on the north side and six on the south side, to replace the old wooden posts which were worn out.

The concrete roadway and sidewalk which had been commenced the year before was completed last season from a point about 200 feet east of the movable dam to the west end of the grounds. This completes all of the work to be done west of Huron street.

That portion of the grounds east of Huron street still remains to be improved.

The work of renewing the floats along the north side of the canal and increasing their width was carried on, and eight new floats 6 feet wide by one hundred feet in length were built.

A new house was built on Point Aux Pins for the lookout station, the old one being no longer habitable.

Upon the outbreak of war on August 4 last, a guard was placed on the canal property to protect it from damage. Also, at the request of the military authorities, additional linemen were placed on duty to handle the lines, so that it would be unnecessary for the vessels to put their own linemen ashore.

I have the honour to be, sir,

Your obedient servant,

J. W. LeB. ROSS,

Superintending Engineer.

SAULT STE. MARIE CANAL.—Comparative Statement since Opening of Lock, September 9, 1895.

—	Season.	Increase or decrease over previous season.	Season.	Increase or decrease over previous season.	Season.	Increase or decrease over previous season.
	1895		1896		1897	
Period Open	Sept. 9 / Dec. 6		May 7 / Dec. 10		April 27 / Dec. 14	
Can. registered tonnage	125,240		586,571	461,331	398,343	−188,228
U. S. registered tonnage	623,131		3,810,794	3,187,663	3,406,018	−404,776
Total tonnage	748,371		4,397,365	3,648,994	3,804,361	−593,004
Lockages	698		3,042	2,344	2,976	−66
Vessel passages	1,193		5,189	3,996	4,376	−813
Time passing lock	212 h. 27 m.		984 h. 22 m.	771 h. 55 m.	684 h. 11 m.	−300h. 11m.
Average time lockage	18·26 m.		18·42 m.		13·79 m.	
	1898		1899		1900	
Period Open	April 11 / Dec. 9		April 26 / Dec. 20		April 23 / Dec. 16	
Can. registered tonnage	403,331	4,988	561,759	158,428	579,528	17,769
U. S. registered tonnage	2,354,606	−1,051,412	2,388,441	33,835	1,616,139	−772,302
Total tonnage	2,757,937	−1,046,424	2,950,200	192,263	2,195,667	−754,533
Lockages	2,520	−456	2,610	90	2,205	−405
Vessel passages	3,712	−664	3,820	108	3,163	−657
Time passing lock	609 n. 30 m.	−74 h. 41 m.	643 h. 16 m.	33 h. 46 m	541 h. 24 m.	−101h. 52m
Average time lockage	14·51 m.		14·78 m.		14·73 m.	
	1901		1902		1903	
Period Open	April 20 / Dec. 21		April 1 / Dec. 20		April 2 / Dec. 13	
Can. registered tonnage	776,331	196,803	1,366,087	589,756	1,616,385	250,298
U. S. registered tonnage	1,672,631	56,492	3,238,069	1,565,438	3,145,020	−93,049
Total tonnage	2,448,903	253,295	4,604,156	2,155,194	4,761,405	157,249
Lockages	2,906	701	3,418	512	3,242	−176
Vessel passages	4,243	1,080	5,169	926	4,418	−751
Time passing lock	724 h. 38 m.	183 h. 14 m.	925 h. 57 m.	201 h. 19 m.	883 h. 10 m.	−42h. 47m.
Average time lockage	14·96 m.		16·25 m.		16·34 m.	
	1904		1905		1906	
Period Open	April 30 / Dec. 26		April 10 / Dec. 20		April 14 / Dec. 22	
Can. registered tonnage	1,557,335	−59,050	1,799,336	242,001	1,959,186	159,850
U. S. registered tonnage	2,673,090	−471,930	3,739,224	1,066,134	4,399,990	660,766
Total tonnage	4,230,425	−530,980	5,538,560	1,308,135	6,359,176	820,616
Lockages	3,012	−230	4,031	1,019	4,152	121
Vessel passages	4,092	−326	5,853	1,761	5,913	60
Time passing lock	811 h. 28 m.	−71h. 42 m.	1,060h. 10m.	249 h. 10 m.	1,131h. 23m.	70 h. 24 m.
Average time lockage	16·16 m.		15·79 m.		16·35 m.	
	1907		1908		1909	
Period Open	April 22 / Dec. 15		April 21 / Dec. 15		April 21 / Dec. 16	
Can. registered tonnage	2,288,349	329,163	2,556,552	268,203	2,912,586	356,034
U. S. registered tonnage	9,961,977	5,561,987	7,038,389	−2,923,588	14,899,562	7,861,173
Total tonnage	12,250,326	5,891,150	9,594,941	−2,655,385	17,812,148	8,217,207
Lockages	4,596	440	3,667	929	5,046	1,379
Vessel passages	6,153	240	5,344	−809	6,420	1,076
Time passing lock	1,362h. 08m.	230 h. 45 m.	1,258h. 35m.	−103h. 23m.	1,853h. 45m.	595 h. 10 m.
Average time lockage	17·78 m.		20·59 m.		17·31 m.	

SAULT STE. MARIE CANAL.—Comparative Statement since Opening of Lock, September 9, 1895—*Concluded.*

—	Season.	Increase or decrease over previous season.	Season.	Increase or decrease over previous season.	Season.	Increase or decrease over previous season.
	1910		1911		1912	
Period Open	April 12 / Dec. 15	..... /	April 22 / Dec. 13	..... /	April 24 / Dec. 19	
Can. registered tonnage	3,122,068	209,482	3,089,863	−32,205	3,273,614	183,751
U. S. registered tonnage	20,227,083	5,327,521	16,242,103	−3,984,980	22,516,040	6,273,937
Total tonnage	23,349,151	5,537,003	19,331,966	−4,017,185	25,789,654	6,457,688
Lockages	6,110	1,064	5,229	−881	6,200	971
Vessel passages	8,285	1,865	6,802	−1,483	7,866	1,064
Time passing lock	2327h. 40m.	473 h. 55 m.	1704 h. 25 m.	−623h. 15m.	1811 h. 45 m.	107 h. 20 m
Average time lockage	22·86. m	.....	19·55 m.	.....	17·53 m.	
	1913		1914			
Period Open	April 13 / Dec. 14	..... /	April 20 / Dec. 14			
Can. registered tonnage	3,746,369	472,755	3,471,713	−274,656		
U. S. registered tonnage	22,180,727	−335,313	13,824,250	−8,356,477		
Total tonnage	25,927,096	137,442	17,295,963	−8,631,133		
Lockages	6,266	66	4,712	−1,554		
Vessel passages	8,197	331	6,078	−2,119		
Time passing lock	2145 h. 50 m.	334 h. 05 m.	1654 h. 30 m.	−491h. 20m.		
Average time lockage	20·54 m.					

REPORT of Traffic Passing Sault Ste. Marie through Canadian and American Canals.

Year.	Number of vessels passed.	Registered tonnage of vessels.	Total freight tonnage.	Cost of carrying per mile ton.	Estimated value of freight carried.	Percentage of freight carried in Canadian vessels.	Number of passengers.
				Mills.	$	Per cent.	
1855	193	106,296	14,503	.....	.....	.....	8,295
1860	916	403,657	153,721	.....	.....	.....	9,230
1865	997	409,062	181,638	.....	.....	.....	19,777
1870	1,828	690,826	539,883	.....	.....	.....	17,153
1875	2,023	1,259,534	833,465	.....	.....	.....	19,685
1880	3,503	1,734,890	1,321,906	.....	.....	.....	25,766
1885	5,380	3,035,987	3,256,628	.....	.....	.....	36,147
1890	10,557	8,454,435	9,041,213	1·3	102,213,948	3·5	24,856
1891	10,191	8,400,685	8,886,759	1·35	128,178,208	4·0	26,190
1892	12,580	10,647,203	11,214,333	1·31	135,117,267	3·8	25,896
1893	12,008	8,949,754	10,796,572	1·1	145,436,957	4·1	18,869
1894	14,491	13,110,366	13,195,860	·99	143,114,502	3·5	27,236
1895	17,956	16,806,781	15,062,580	1·14	159,575,129	3·75	31,656
1896	18,615	17,249,418	16,239,061	·99	195,146,842	3	37,066
1897	17,171	17,619,923	18,982,755	·83	218,235,927	3	40,213
1898	17,761	18,622,764	21,234,634	·79	233,069,740	2·2	43,426
1899	20,255	21,958,347	25,255,810	1·05	281,364,750	3·1	49,082
1900	19,452	22,315,834	25,643,073	1·18	267,011,959	3	58,555
1901	20,041	24,626,976	28,403,065	·99	289,906,865	4	59,663
1902	26,659	31,955,582	35,961,146	·89	358,306,300	4	59,377
1903	18,596	27,736,444	34,674,437	·92	349,405,014	6	55,175
1904	16,120	24,364,138	31,546,106	·81	334,502,686	6	37,695
1905	21,679	36,617,699	44,270,680	·85	416,965,484	5	54,264
1906	22,155	41,098,324	51,751,080	·84	537,463,454	5	63,033
1907	20,437	44,087,974	58,217,214	·80	569,830,188	5	62,758
1908	15,181	31,091,730	41,390,557	·69	470,141,318	7	53,287
1909	19,204	46,751,717	57,895,149	·78	626,104,173	6	59,948
1910	20,899	49,856,123	62,363,218	·74	654,110,844	6	66,933
1911	18,673	41,653,488	53,477,216	·67	595,019,844	6	79,951
1912	22,778	56,736,807	72,472,676	·67	791,167,591	6	66,877
1913	23,795	57,989,715	79,718,344	·68	865,957,838	6	77,194
1914	18,717	41,986,339	55,369,934	·6	634,800,268	9	59,801

CAR FERRY TERMINALS.

CAPE TORMENTINE, N.B., July 21, 1915.

SIR,—I have the honour to submit my annual report on the construction of the Car Ferry Terminals on the straits of Northumberland at Cape Tormentine, N.B., and Carleton Point, P.E.I.

TERMINAL AT CAPE TORMENTINE.

A contract was entered into with Mr. A. T. Mackie, April 28, 1913, which includes the construction of a timber pier approach to the ferry landing, extending out from the present pier 727 feet on the sea side and 235 feet on the harbour side, providing a berth for the ferry at the landing stage; the construction of a rubble mound breakwater, 700 feet in length, to provide a protection for the turning basin, and the dredging out of a turning basin and approach thereto from deep water to a depth of 20 feet at L.W.O.S.T.

The principal items of work done are: the dredging out of 49,343 cubic yards of material in the turning basin; the building of 500 feet of cribwork within the present pier; the filling-in of 9,358 cubic yards of earth to provide the required space for track layout to the landing; the building of 327 feet of cribwork on the sea side, and 234 feet on the harbour side for the ferry landing; the providing and putting in place of 30,500 tons of crib fill, 17,200 tons of quarry run, and 3,500 tons of small rubble stone at the breakwater; and the materials, including timber and iron delivered for raising the pier at Cape Tormentine.

The contractor's quarry is situated at Sackville, 36 miles from the works, and connected therewith by the New Brunswick and Prince Edward Island railway.

The progress on this contract has been much retarded on account of exposed location of the works, the short season possible to work in, and the lost time caused by stormy weather.

TERMINAL AT CARLETON POINT.

A contract was entered into with Roger Miller & Sons, September 2, 1913, which includes the construction of a rubble mound approach extending 1,600 feet from the shore, followed by 637 feet of pier on the sea side, and 230 feet on the harbour side, providing a protected berth for the ferry at the landing stage; the construction of a rubble mound breakwater, 700 feet in length, to provide a protection for the turning basin; and the dredging out of a turning basin and approach thereto from deep water to a depth of 20 feet at L.W.O.S.T.

Owing to the exposed location of the terminal works at Carleton, and the distance from a harbour, the first work undertaken was the providing of a protection from storms and a temporary mooring for the contractor's plant. This was accomplished by building the breakwater to L.W.O.S.T. along its entire length, and the construction of a crib face of 200 feet backed up with stone within the line of the rubble mound approach 1,500 feet from the shore, and forming part of the approach. A cableway was erected between a tower built on the temporary landing and one on the shore end, and the work of constructing the rubble mound approach was started. During the season, 111,000 tons of stone were transported and put in place.

The principal item in the contract is the providing and putting in place of about 300,000 tons of stone. This is being procured from the Scoudac River quarry, situated 3½ miles from Point du Chêne, and the Wallace quarry; in each case the water transportation to Carleton Point being about 40 miles. For this purpose the contractor has provided an adequate floating plant, which will assure the delivery of the stone.

The necessary plant and equipment has been provided by the contractor to make an early start in the construction of cribs at Point du Chêne for the ferry landing at Carleton.

The unfavourable weather conditions, and the short season for work, prevented further progress being made, the contractors' plant and organization being all that could be desired.

CARLETON BRANCH LINE RAILWAY.

The construction of the branch line of railway, connecting the Cape Traverse branch of the Prince Edward Island railway with the terminal at Carleton Point, was started on December 1, 1913, and a distance of 3 miles has been undertaken by day's labour. The clearing, grading, ditching, and construction of culverts have been advanced, leaving an estimated quantity of 25,000 cubic yards to complete the grading.

The track has been laid for 2¼ miles, and all materials and equipment necessary to complete this work have been provided.

I have the honour to be, sir,

Your obedient servant,

F. B. FRIPP,
Engineer-in-charge.

HUDSON BAY RAILWAY.

WINNIPEG, July 24, 1915.

SIR,—I have the honour to submit my report for the fiscal year ending March 31, 1915, on the progress of the work on the Hudson Bay railway.

GRADING.

Right of way has been cleared to within a few miles of the second crossing of the Nelson river (mile No. 332), and grading operations have been carried on between mile 130 and 293; 110 miles of this stretch is now ready for tracklaying, but there are, however, a number of depressed grades and sags which will have to be made up with train-fill material to complete the grading.

Contractors have put in supplies during the last two months to within 40 miles of Port Nelson (mile No. 383) for the prosecution of the work during the coming season.

TRACKLAYING.

A total of 118 miles of main-line track and 12 miles of sidings have been laid during the year, bringing the end of steel up to mile No. 220; 500,000 ties have been delivered on the right of way.

TELEGRAPH LINE.

Some 155 miles of telegraph line have been built this season, which brings it up to mile No. 175.

BALLASTING AND SURFACING.

Three pits have been opened during the year, and surfacing has been carried on up to mile No. 175. The section from mile 0 to 56, which was lifted last year, has got the final lift, with the exception of a few depressed grades, and is now in first-class condition.

Material suitable for ballast is very scarce between mile 127 and 242, and we have failed to find a satisfactory pit, although the country has been well cruised for same. It will, therefore, be necessary to haul from the pit at mile No. 127. Material to fill the depressed grades can, however, be got in the proximity of same. From mile 242 north, I am glad to say that material for ballast is fairly plentiful.

TANKS.

Seven standard tanks have been built this season, and the water supply laid into three of them.

TRESTLES.

Seven trestles and a number of small pile openings have been erected during the season.

SURVEYS.

The final location was completed into Port Nelson about the end of August, and a very satisfactory line has been got. The total length of the line from The Pas to Port Nelson is 424 miles, and is only 22 miles longer than an air line between these two points, so that the general direction is exceptionally good.

Revised locations have been made at various points beween Manitou rapids and Port Nelson, resulting in quantities being cut down, amounting in money value to $150,000.

The revised locations adopted for the bridge crossings of the Nelson river at Manitou rapids and Kettle rapids have resulted in a large saving, which I estimate will amount to in the neighbourhood of $200,000.

GENERAL.

Owing to the extremely mild weather, and the lack of snow during February and March, supplies and men for the various residences had to be rushed in earlier this year than heretofore, but all have been landed in good shape, and the men are now arriving at their respective camps.

Engineering camps have been established up to mile No. 393. The Tote road was completed into Port Nelson on February 19, so that men could be taken into that point, and a mail service has been operated between The Pas and Port Nelson all winter.

CASUALTIES.

I regret to report that there has been two fatal accidents on the engineering staff, namely, J. N. McKay, time-keeper on residency No. 10, who was killed while attempting to board a gravel train on July 15; and James Wilson, resident engineer on residency No. 23, who was drowned in the Shell rapids on the Nelson river on August 24. G. Lyons was also seriously injured by the accidental discharge of a shot-gun on August 29. Four of the contractors' men were also killed by dynamite explosions in rock cuts.

SUMMARY OF WORK DONE APRIL 1, 1914, TO MARCH 31, 1915.

Grading ready for track	Miles.	110
" partially completed	"	53
Track laid on main line	"	118
" sidings	"	12
Telegraph line built	"	115
Ballasting	"	50
Surfacing	"	125
Standard tanks erected		7
Trestles built		7
Material moved in grading operations, sections 1, 2 and 3		2,970,000
" for ballasting, surfacing, and train filling		730,000

Yours truly,

J. W. PORTER,

Chief Engineer.

HUDSON BAY TERMINUS AT PORT NELSON.

PORT NELSON, May 6, 1915.

SIR,—I have the honour to present the following annual report upon the works of the Hudson Bay Terminus, at Port Nelson, for the fiscal year ending March 31, 1915.

The 1st of April, 1914, found winter conditions still maintaining at Port Nelson.

Early in April, 150 men arrived from the end of steel, then about 340 miles distant, having travelled 240 miles by horse teams, and the remaining distance by means of dogs and toboggans.

The ice did not move out of the estuary until June 3, but from about May 15, when the ice began to rot and disintegrate, it was impossible for men to travel or do any work on it, the last crossing on foot being made on May 31. Two weeks before this, Indians had reported the opening of the river, for a distance of 40 miles, terminating at Flamborough head, a point 8 miles above the harbour site.

From the beginning of April until the break-up in June, all energies were directed towards preparation for work during the following season. About fifty men were engaged in a logging camp on the south side of the estuary, while at the same time a large gang of men was engaged in salving timber from the stranded ship *Alette*. Two deck scows, one 24 feet by 70 feet, and one 22 feet by 60 feet, were built, the timber for this being all whip-sawn. At the same time work was begun on two substantial solid-faced crib wharves, the construction of which required the removal of 8 feet of solid ice, and the excavation by hand of solidly frozen clay for filling material. This latter proved very expensive, but as no plant was available, and scows and wharves were a necessity, it was unavoidable. During this same period, much work of a smaller nature, but which required the time and labour of a considerable number of men, was done. This included cruising the country, digging test pits and making borings with drills, surveying and sounding 60 miles of river and harbour, building large beacons at Sam's creek, 11 miles distant, and at Bear creek, 5 miles distant, and many other works too numerous to mention.

All the building material having been used up during the late winter, energies were directed towards clearing the probable site for all buildings and storage grounds, while an extensive drainage system was begun, necessitating over 2 miles of ditching, many places 5 feet deep, all of which required blasting on account of the frozen nature of the clay. At the same time a terminal railway—5½ miles in extent—was laid out and graded, to further the economical handling of all supplies to and from the various buildings, wharves, and storage areas. The Marconi station, which had been erected in the depth of the previous winter, was temporarily closed down from May 15 to June 1 in order to complete it in a workmanlike manner, but since then has been giving continuous service, and is a great boon to the camp in the way of furnishing daily war bulletins, as well as transmission of official business.

From June 1 until August 13, the date of the arrival of the first ship, all the timber cut up the Nelson river was rafted down to the port, taken out of the water and piled on skidways, while that salved from the *Alette*, about 200,000 feet, was also rafted and towed up the coast to Port Nelson.

During the above period, No. 1 wharf, built the previous year, was extended a distance of 58 feet and a width of 28 feet; wharf No. 2 was constructed, with a length of 200 feet and a width varying from 40 to 68 feet, and No. 3 was also built with a length of 260 feet by 30 feet wide. The new wharves, Nos. 2 and 3, were built of close-faced cribwork, as it was found from experience with No. 1 wharf, which had

been moved a distance of 4 feet, that the lighter form of construction would not stand existing ice conditions. The work of filling the cribs was a very slow and arduous task, as all excavation had to be done by hand; and as only one 7½-ton donkey engine was available, at least half the cars had to be hauled by man power, in order to have them completed in the time available. Added to this, the work was very much interfered with by frequent northeast gales, which swept the Nelson estuary, very often at "spring tides," when the water is at its highest.

During the former summer and up to the completion of the above, work in the harbour, such as rafting and landing of timber, had been carried on with great difficulty and disappointment, owing to the ruinous action of the tides and waves, but with the protected area made available by the construction of these wharves, some degree of security could be relied upon against these storms.

Early in July a large gang of men was put to work assembling and erecting the "A" frame, ladder frame, and other parts of the dredge *Port Nelson*, while another large gang commenced riveting, assembling, and caulking the 2,600 feet of pipeline with the necessary pontoons. The former gang completed their work about the 1st of October, and the latter will be finished in a very short time.

For some weeks subsequent to the breaking up of the ice in the Nelson estuary, large quantities of ice drifted backward and forward with the winds and tides, while a belt about 200 feet wide remained solidly frozen on the beaches. The latter gradually melted away without leaving hold of the ground. In this belt of ice the lighter *Neophyte* and the tug *Kathleen* were resting, and in order to extricate them it was necessary to blast and excavate the ice around them. However, when released, it was found that they had stood the winter without injury, except for the breaking of the heel posts of both boats. This was due to the same ice motion which pulled part of wharf No. 1 at right angles to the shore. The *Kathleen* floated off the beach and anchored in the stream on June 22, and the *Neophyte* on the 25th, while the first gasoline boat was placed in the water about the 13th of June.

During July, one gasoline boat and the tug *Kathleen* were busily engaged in buoying the channel from deep water in Hudson bay to opposite Root creek, but unfortunately this had to be done twice, as late in July the ice swept in from Hudson bay and carried away more than half of the buoys which had been laid. The last appearance of ice in the harbour was on July 24, and buoys laid subsequent to that date remained in position.

With the *Neophyte* and *Kathleen* afloat, work was begun on the salving of the very necessary plant and materials on the wrecked ship *Cearense*, 14½ miles distant from the wharves. This work was very much endangered and interfered with by the shallowness of the water adjacent to the ship, and its exposure to the full roll of Hudson bay, and only seven successful trips with full loads were made. Among the materials obtained were two donkey engines which were put together and put into commission before the ships arrived. A large quantity of coal and lumber was also salved. A few days previous to the arrival of the ships it had been decided to abandon the work on the *Cearense* and begin on the *Alette*, the system being to load on to flat scows from the ship's side, and this work was under way when the first boat arrived. A total of about 700,000 feet of timber was salved from the *Alette* during the year, while from the *Cearense* about 1,000 tons of coal, timber, plant, and supplies were landed.

On August 13, the *Bonaventure* arrived and was promptly discharged by the *Neophyte*, and scows constructed here. The ships *Sheba* and *Bellaventure* arrived here on the 19th, accompanied by the two new steam lighters built in Toronto, and the tug *Yates*, purchased in Great Britain.

A large number of workmen, who had fulfilled their contracts at Port Nelson, availed themselves of the opportunity of returning to Halifax on the *Bonaventure*, the first ship to leave, but the incoming ships brought in a large number of new men to take their places.

From August 13 until the sailing of the last ship, October 17, the three new lighters and the *Neophyte* were kept busy night and day unloading supplies and the heavy plant for construction purposes. Approximately 19,000 tons were brought into port during the season, divided as follows: the *Bellaventure,* three shipments; the *Bonaventure* and *Sheba,* two shipments each, and the *Sharon* and *Durley Chine,* one shipment each. Four ships belonging to other departments visited the harbour, one of which, the *Minto* had cargo on board for Port Nelson, while the survey ship *Acadia* made a draft on us for 150 tons of coal. The sailing ships *Benmore* and *Bargany* were partly discharged and then beached, with the remainder of their cargo, which was taken off in the fall.

The weather during all the summer months was very wet and disagreeable, but the month of October was unusually pleasant, and it was not until the 25th that board ice appeared in the harbour. Records here show a total of thirty-six days' rain or snow during the months of July, August and September, and the lost time caused thereby was serious. It is very windy during the whole year, and the wind gauge frequently records 50-mile-per-hour gales. The total wind distance for the year as recorded upon the standard wind gauge was 104,110 miles, an average for the year of 12 miles per hour.

The following table shows the average monthly temperature from morning and evening readings—

—	January.	February.	March.	April.	May.	June.	July.	August.	September.	October.	November.	December
1913	-42·0	-24·6	-15·1	22·5	29·3	43 9	53·0	51·7	37·6	21·2	8·3	5·7
1914	-23·9	-28·5	- 7·7	12·0	31·7	43·4	55·8	53·3	46·2	32·0	8·0	7·6
1915	-21·6	- 6·6	·3									

The lighters were laid up in winter quarters on the top of spring tides on October 19, and the tugs *Kathleen* and *Yates* were beached the following day.

The heavy plant for construction purposes was assembled as soon as possible after landing, and on August 28 the first steam shovel excavation was done, the material being used for the grading of the yard and the building of the breakwater. This latter was constructed for a distance of about 350 feet, and about 50,000 cubic yards deposited in this way, when work was suspended on account of frost, about November 12.

Outside of the river bed, the only construction material within 50 miles of Port Nelson is a mixture of sand and clay, which would be usually classified as hard-pan. This material in the swamps is unfrozen and covered with a layer of very soft clay, about 5 feet thick Both these materials were given a thorough trial and both were found to be so softened by the rising and falling tides that they slid in all directions, wrecking trestles and taking slopes of about 20 to 1. Thus it became evident to all that this was not an economical form of construction, and modification was necessary.

After the arrival of the boats and the additional men, work was pushed on the construction of the various buildings required, and up to the present time the following additional buildings have been erected:—7 bunk-houses, making a total accommodation for about 1,000 men, 1 dining camp (500 men), 3 warehouses, 1 engineer's office, 1 accountant's office, 1 bakery, 1 root-house, 3 dwellings (private), 1 horse stable, 1 electric power plant, 1 engine house, 1 machine shop, 1 saw-mill.

The machinery for the last four buildings has all been installed in good working order. In addition to the above, a fine new two-story residence for the engineers and office staff has been built, with accommodation for about fifty men.

The hospital is a well-equipped building, with a resident physician and nurse, a large ward and separate rooms for special patients.

There is available for construction purposes about 1,100,000 feet of dimensioned timber, a considerable quantity of imported, and some native timber, besides 15,000 logs now cut along the Airhole river. The invoice value of plant and materials on hand is about one and a quarter millions, which does not include the steamships which the department own.

In the months of September and October, three caches of supplies were placed along the Nelson river, between Port Nelson and Kettle rapids, for the use of men travelling to and from Port Nelson, and also for the use in logging camps the following winter.

During the winter, eight timber scows and one "yard and a half" dredge hull have been built. One stern-wheel tug and one steel tow barge have also been completed, and the sectional scows taken from the *Alette* have been assembled. The dry dock, 50 by 200 feet, is now nearing completion. The breakwater has been extended to a point 700 feet from shore.

The excavation from the dry dock has been chiefly used to level up the storage areas and cover up the moss adjacent to buildings, as a protection from fire. Many other works have been constructed, such as a water tank and distribution system for water, coal trestle, lighting system, telephone system, etc.

About the middle of February a tote road connection was made with that of the Hudson Bay Railway contractors, and as a result of this a large number of men have come to Port Nelson. The serious handicap under which work has been carried on heretofore, owing to its isolation, will be to a great extent removed, in the future, and work prosecuted much more expeditiously.

The country has been explored carefully for timber and rock, and a large number of test pits, borings, and examinations have been made with a view to determining many things of vital interest to the work. One test pit which was put down 140 feet in the swamp area adjacent to the shore works revealed the disappointing fact that there was no ground water supply, other than salt water, and various test pits dug on shore show that unless the ground surface has been a swamp, and water has lain upon it for many years, the frost penetrates to an unbelievable depth, at no point less than 25 feet, and probably very much farther. A great many borings have been taken along the site of the proposed bridge and harbour works. Apart from showing that the foundation is suitable for the load which we propose to place upon it, the most interesting discovery has been that solid rock exists at about 100 feet below the surface.

It has been found a most difficult matter to decide the design and form of the harbour works in the Nelson estuary, but after close observation and study it has been decided to build a cigar-shaped island near the natural channel of the estuary, and from this island to the end of the present works construct a bridge on piers, which though unusually large can be safely protected from ice action by the liberal use of riprap. Work on this new design has been started, and it is hoped that, with all the preliminary work now done, the coming year will show considerable accomplishment in the nature of permanent harbour works.

The winter of 1914-15 has been unusually mild, and the snow disappeared at a very early date, in fact so early that it seriously interfered with our lumbering operations.

A light transportation service has been maintained during the winter months for the carrying of letter mail to the men, and, during the summer mails have been maintained at intervals by ship from Halifax, and by canoe from the interior.

Yours very truly,

D. W. McLACHLAN,

Engineer in charge.

REPORT OF THE ENGINEER IN CHARGE, DARTMOUTH TO DEANS BRANCH, INTERCOLONIAL RAILWAY.

DARTMOUTH, N.S., July 15, 1915.

SIR,—I have the honour to submit the following report on the progress of the construction of the Dartmouth to Deans Branch of the Intercolonial railway during the fiscal year ended March 31, 1915.

As stated in my last annual report, the work comprised in the contract with Messrs. M. P. and J. T. Davis was unfinished at the date of the expiration of the contract, March 31, 1914, and an extension of time was granted to December 31, 1914. The work was still unfinished at the latter date, and a further extension was granted to August 1, 1915, and work proceeded throughout the fiscal year.

Grading.—From Dartmouth to end of 42nd mile, the grading was complete with the exception of some trimming of cuttings, ditching and additional work on farm and public road crossings. From 42nd mile to end of line all the cuttings were excavated, but portions of embankments have yet to be finished to complete the whole of the grading. At mile 34½ considerable difficulty was experienced in building the embankment across Ritcey's lake. The bottom of the lake is steeply inclined and covered with soft mud, repeated slides occurred and two steam shovel equipments were engaged for two months in filling a length of about 250 feet. It was completed in December, and has given no further trouble. Also at Kelly's meadow, mile 38, an embankment, 4,400 feet in length, on soft bottom, a considerable subsidence occurred. Both manual and horse labour and steam shovel equipment have hitherto been employed on the work of grading. It is arranged to complete the balance of the grading by steam shovel equipment only.

Bridges, etc.—All bridge structures, pile trestles, and culverts were completed with the exception of seven small pipe culverts. Five steel bridges, namely, McNab's Brook, Marsh Brook, Head of Chezzetcook, Gaetz Brook, and Petpeswick River were erected complete except final coat of paint.

Track laying.—Track was laid to mile 58½ with full number of ties and spikes, a portion, however, only half bolted; and there are some short and bent rails to be removed and replaced.

Ballasting.—A ballast pit was opened in gravel deposit at Musquodoboit harbour (mile 33) in June, and the line from the Dartmouth end to mile 36 was fully ballasted and one lift distributed and placed under track between mile 36 and mile 42.

Fencing.—A standard wire fence, with cedar posts, was erected from Dartmouth to end of mile 48, omitting part of line between Musquodoboit harbour and Meagher's Grant, through wild land where no cattle are pastured.

Owing to the advanced condition of the work the engineering staff has been reduced, and there are now three resident engineers in the field, and inspectors of track work and fencing are employed as required.

The total expenditure to end of fiscal year is $1,884,093.57, equal to 86½ per cent of the estimated total expenditure, and the percentage of the various items compared with the estimate to complete are:—

	Per cent.
Location	100
Engineering expenses	86
Right of way and legal expenses	50
Grading	95
Bridges, trestles and culverts	83
Ties	97
Rails and fastenings	106
Ballast	53
Tracklaying	80
Fencing right of way	73

The cost of rails and fastenings has exceeded the amount estimated by reason of a large proportion of 80-pound rails having been used.

The item "grading" will also probably exceed the estimate due to the large quantity required at Ritcey's lake, and the excessive subsidence in the meadows in the lower part of the Musquodoboit valley.

I am, sir,

Your obedient servant,

W. A. HENDRY,

Engineer in charge.

REPORT OF INSPECTING ENGINEER.

OTTAWA, July 30, 1915.

SIR,—I have the honour to report that the following inspections of railways, subsidized by the Dominion Government, were made by me during the fiscal year ending March 31, 1915.

August 11 to September 8, 1914.—Canadian Northern Ontario railway: Montreal to Port Arthur.

September 13 to 23, 1914.—Algoma Central railway: Oba to Hearst.

October 18 to 21, 1914.—Canadian Northern Ontario railway: Portion of Montreal-Port Arthur line.

October 22 to November 7, 1914.—Canadian Northern Pacific railway: New Westminster to Yellowhead Pass.

November 8 to 15, 1914.—Canadian Northern Alberta railway: Edmonton to Yellowhead Pass.

November 16 to 25, 1914.—Kettle Valley railway: Midway to Penticton; Penticton to Merritt; Coldwater Junction to Hope.

December 2 to 7, 1914.—Quebec Central railway: Extension of Chaudière Valley branch.

February 21 to March 5, 1915.—Kootenay Central railway: Colvalli to Golden.

March 18 to 23, 1915.—Canadian Northern Ontario railway: Inspection of records, at the company's head office, of Montreal-Port Arthur line.

The field inspections represent 2,370 miles of line covered, all of which has been reported on in detail.

I have the honour to be, sir,

Your obedient servant,

ALEX. FERGUSON,

Inspecting Engineer.

PART VII.

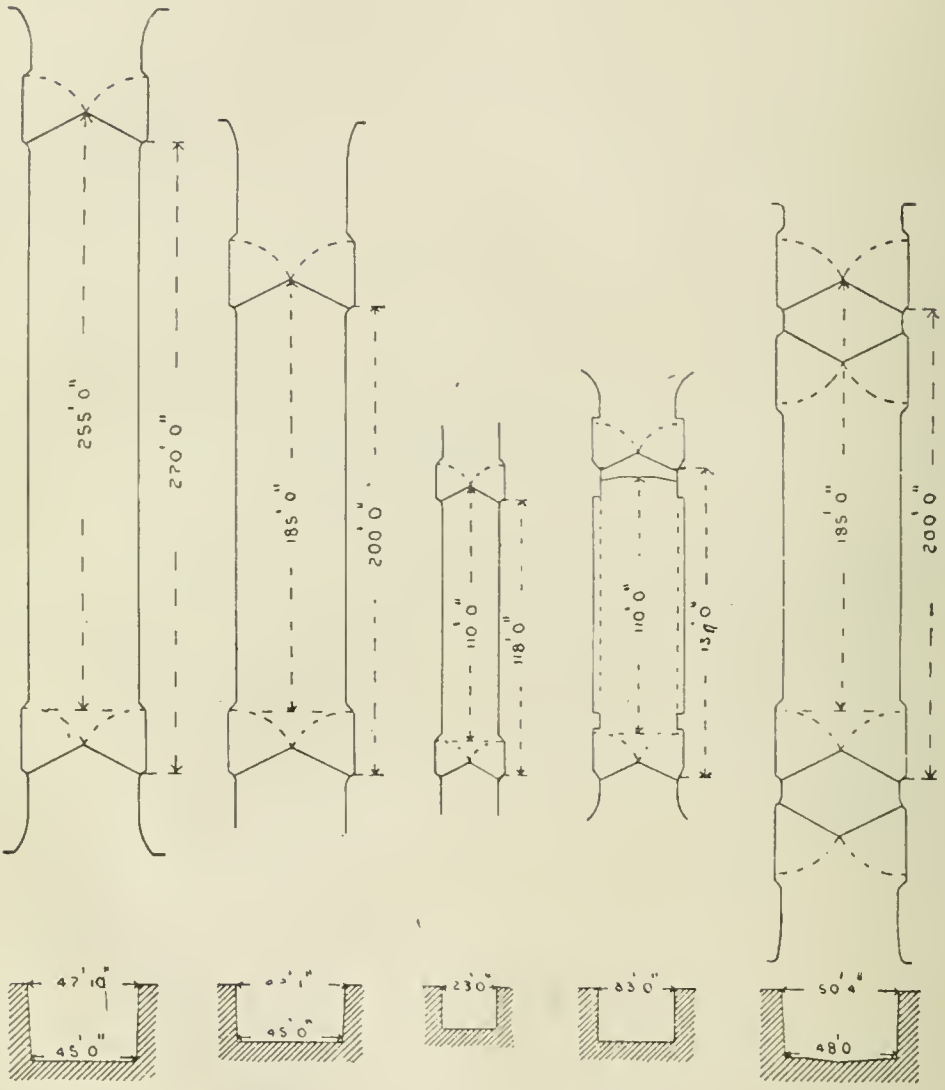
CANALS

Diagrams showing dimensions of smallest lock on each canal, etc.

Dimensions and other features of the several canal works, and description of the intermediate water navigations:

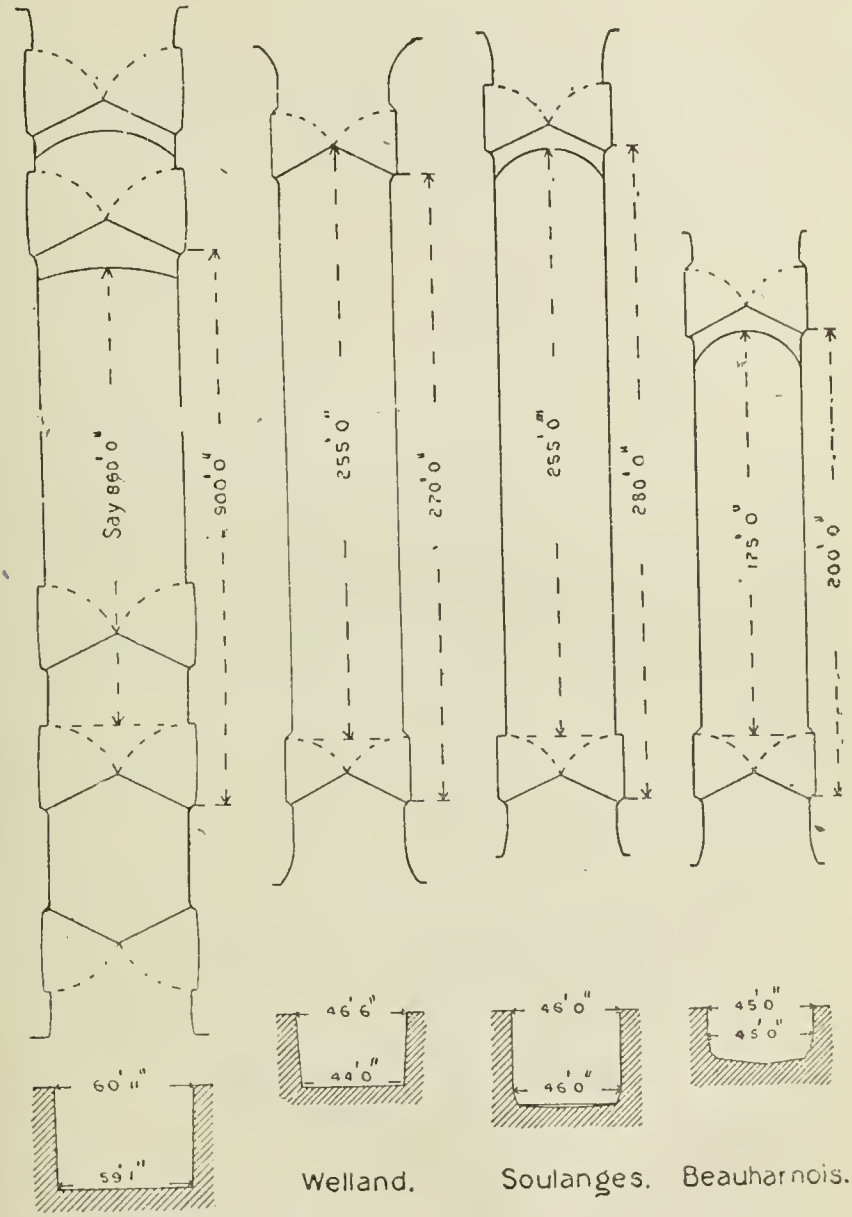
1. Between Montreal and Port Arthur or Fort William, Lake Superior.
2. Montreal, Ottawa and Kingston.
3. River Richelieu and Chambly Canal to Lake Champlain.
4. Trent Canal.
5. St. Peter's Canal.

PLANS AND SECTIONS showing Dimensions of the Smallest Lock on each



There are no locks on the through route between lake Superior and

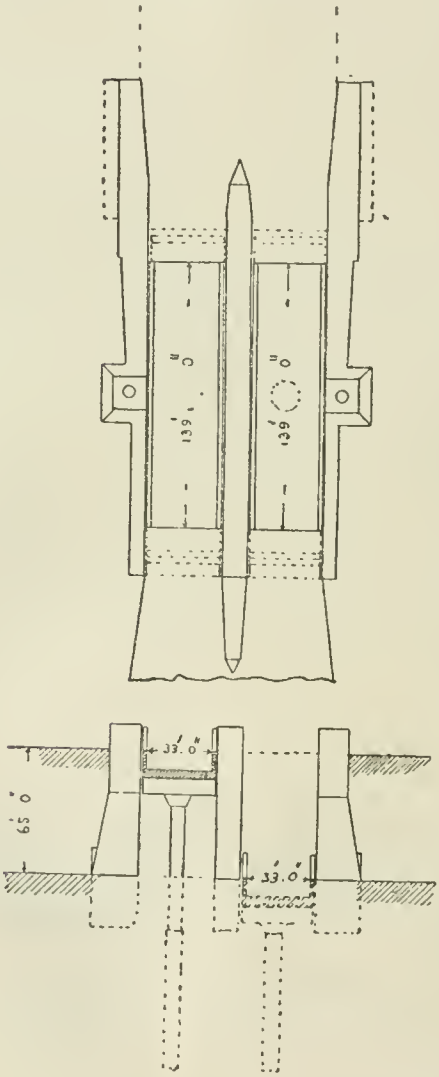
of the Canadian Canal System except the Trent Canal, which is uncompleted.



Montreal of less dimensions than those of the Welland canal locks.

TRENT CANAL

Hydraulic Lift-Lock at Peterborough
65 Feet Lift.



CANALS.

The following statements give in concise form the essential features of the government canal works and the intermediate water navigation.

The canal systems of the Dominion, under government control, in connection with lakes and navigable rivers, are as follows:—

First.—The through route between Montreal and Port Arthur or Fort William on the west shore of Lake Superior (14 feet minimum depth of water.)

	Statute Miles.
1. Lachine canal	8½
Lake St. Louis and river St. Lawrence	16
2. Soulanges canal	14
Lake St. Francis and river St. Lawrence	31
3. Cornwall canal	11½
River St. Lawrence	5
4. Farrans Point canal	1¼
River St. Lawrence	9½
5. Rapide Plat canal	3¾
River St. Lawrence	4½
6. Galops canal	7⅓
River St. Lawrence and lake Ontario	22⅝
7. Welland canal	26¾
Lake Erie, Detroit river, lake St. Clair, lake Huron, etc.	574
8. Sault Ste. Marie canal	1¼
Lake Superior to Port Arthur or to Fort William	272
Total	1,214
To Duluth	1,336
Chicago	1,240

Second.—Montreal to International Boundary, near Lake Champlain.

	Statute Miles.
1. St. Lawrence river to Sorel	46
2. Sorel, via Richelieu river, to St. Ours lock	14
3. St. Ours lock	⅛
4. Richelieu river, St. Ours lock to Chambly canal	32
5. Chambly canal	12
6. Chambly canal to boundary line	23
Total	127⅛

Third.—Montreal to Ottawa.

	Statute Miles.
1. Lachine canal	8½
Lake St. Louis	15
2. St. Anne's lock at outlet of Ottawa river	⅛
Lake of Two Mountains and Ottawa river	27
3. Carillon canal	¾
Ottawa river	6¼
4. Grenville canal	5¾
Ottawa river to Ottawa	56
Total	119⅜

Fourth.—Ottawa to Kingston and Perth.

	Statute Miles.
1. Rideau canal, Ottawa to Kingston	126¼
Perth Branch—Rideau lake to Perth	7
Total	133¼

Fifth.—Lake Ontario, at Trenton, to Lake Huron.

1 Trent canal—not completed.	

Sixth.—Atlantic Ocean to Bras d'Or Lakes, Cape Breton.

	Statute Miles.
1. St. Peter's canal	½

RIVER ST. LAWRENCE AND LAKES.

The river St. Lawrence, with the system of canals established on its course above Montreal, and the lakes Ontario, Erie, St. Clair, Huron, and Superior, with connecting canals, afford a course of water communication extending from the strait of Belle Isle to Port Arthur or Fort William on the west coast of lake Superior, a distance of 2,217 statute miles. The distance to Duluth is 2,339 miles; the distance to Chicago, 2,243 miles. From the strait of Belle Isle, at the mouth of the St. Lawrence, to Montreal, the distance is 1,003 statute miles. From Quebec to Montreal the distance is 160 miles.

The control of the St. Lawrence ship channel, and the making of improvements thereto, are now under the Department of Marine and Fisheries, whose annual reports give full information as to the history and improvement of the channel. A 30-foot channel between Montreal and Father Point—with a width of 450 feet in the straight portions, and of from 600 to 750 feet in the bends between Montreal and Quebec, and of 1,000 feet everywhere below Quebec—has been practically completed. In 1909 the first work of deepening the ship channel to 35 feet was begun.

By means of channel improvements, Montreal has been placed at the head of ocean navigation, and here the canal systems of the river St. Lawrence begin, overcoming the several rapids by which the river channel upwards is obstructed, and giving access through the St. Lawrence canals, the Welland canal, the Great Lakes and the Sault Ste. Marie canal to the head of lake Superior.

The difference in level between the point on the St. Lawrence, near Three Rivers, where tidal influence ceases, and Lake Superior, is about 600 feet.

The Dominion canals, constructed between Montreal and lake Superior, are the Lachine, Soulanges, Cornwall, Farrans Point, Rapide Plat, Galops, Murray, Welland, and Sault Ste. Marie. Their aggregate length is 74 miles; total lockage (or height directly overcome by locks), 553¼ feet. The number of locks through which a vessel would pass in its passage from Montreal, at the head of ocean navigation, to the head of lake Superior, is forty-eight. The Soulanges canal takes the place of the Beauharnois canal, abandoned for navigation purposes, and the Murray canal is used only by the coasting vessels on lake Ontario. It is not a part of the through route.

It is important to note that the enlargement of canals on the main route between Montreal and lake Erie comprises locks of the following minimum dimensions: length, 270 feet; width, 45 feet; depth of water on sills, 14 feet. The length of vessels to be accommodated is limited to 255 feet. At Farrans Point, in the canal of that name, the lock is 800 feet long. A similar lock is built at Iroquois, on the Galops canal, the object being to pass a full tow at one lockage. The lock at Sault Ste. Marie is 900 feet by 60 feet, with 18 feet 3 inches on the sills at lowest known water level.

Access from lake Erie to lake Huron is obtained by way of the Detroit river, lake St. Clair, and the St. Clair river, which have been deepened to a minimum of 21 feet, principally by the United States government.

Communication between lakes Huron and Superior is obtained by means of the Canadian Sault Ste. Marie canal, and also by the St. Mary's Falls canals, situated on the United States side of the river St. Mary. Improvements of the United States channels in river St. Mary through Hay lake, east of Sault Ste. Marie, have been carried on for several years past. The dredged areas now total 34 miles in length, with a minimum width of 300 feet, which is increased at angles and other critical points to 1,000 feet. The depth is 20 feet at the mean stage of water. In the year 1903 excavation was commenced to afford 21 feet at the lowest stage of water.

The improvement of Canadian channels from above Montreal to the head of Lake Superior is controlled by the Department of Public Works. Work is now under way to dredge the channel in the River St. Mary to 21·5 feet below L.W.L., the existing minimum depth being 18·75 feet below L.W.L. Existing depths elsewhere between Lakes Erie and Superior give a minimum of 21 feet below L.W.L. The Limekiln channel in the Detroit river has been deepened to 21 feet; and the United States government has opened the Livingstone channel in the same (Detroit river) with a depth of 22 feet.

The improvements at the harbours of Fort William and Port Arthur now under way will give a minimum depth of 25 feet below L.W.L. This depth exists at present over the channels leading to the principal wharves.

The provisions and maintenance of aids to navigation on all Canadian river and lake channels is controlled by the Department of Marine and Fisheries.

The Sault Ste. Marie, Welland, Cornwall, Soulanges and Lachine canals are well lighted throughout by electricity, and are electrically operated. The Farrans Point canal is lighted with acetylene gas.

Navigation, which is closed by ice during the winter months, opens about the end of April on the Great Lakes and St. Lawrence route. Ice-breaking steamers are now employed to lengthen the navigable season at Lake Superior and Georgian Bay terminals.

STATEMENT OF PRESENT MINIMUM DEPTH OF IMPROVED CHANNELS.

Father Point to Montreal	30 feet.
Montreal to Port Colborne	14 "
Port Colborne to Fort William	18¾ "

LACHINE CANAL.

Length of canal	8½ statute miles.
Number of locks	5
Dimensions of locks	270 feet by 45 feet.
Total rise or lockage	45 feet.
Depth of water on sills, at two locks	18 "
Depth of water on sills, at three locks	14 "
Average width of new canal	150 "

The old lift locks, 200 feet by 45 feet, are still available, with 9 feet of water on mitre sills. The two lower north locks, however, have been lengthened to 270 feet, and have 16½ feet of water on the sills.

The canal consists of one channel, with two distinct systems of locks, the old and the enlarged. There are two lock entrances at each end.

The canal extends from the city of Montreal to the town of Lachine, overcoming the St. Louis rapids, the first of the series of rapids which bar the ascent of the river St. Lawrence. They are 986 miles distant from the strait of Belle Isle.

SOULANGES CANAL.

Length of canal	14 statute miles.
Number of locks—	
Lift	4
Guard	1
Dimensions of locks	280 feet by 45 feet.
Total rise or lockage	84 feet.
Depth of water on sills	15 "
Breadth of canal at bottom	100 "
Breadth of canal at water surface	164 "

The canal extends from Cascade Point to Coteau Landing, overcoming the Cascades rapids, Cedar rapids and Coteau rapids.

From the head of the Lachine to the foot of the Soulanges canal the distance is sixteen miles.

CORNWALL CANAL.

Length of canal	11 statute miles.
Number of locks	6
Guard gates	1
Dimensions of locks	270 feet by 45 feet.
Total rise or lockage	48 feet.
Depth of water on sills	14 "
Breadth of canal at bottom	90 "
Breadth of canal at water surface	154 "

The old lift locks, 200 feet by 45 feet, are also available with nine feet of water on mitre sills.

From the head of the Soulanges to the foot of the Cornwall canal there is a streteh through Lake St. Francis 31 miles, which is navigable for vessels drawing fourteen feet.

The Cornwall canal extends past the Long Sault rapids from the town of Cornwall to Dickinson's Landing.

WILLIAMSBURG CANALS.

The Farrans Point, Rapide Plat and Galops canals are collectively known as the Williamsburg canals.

FARRANS POINT CANAL.

Length of canal	1¼ mile.
Number of locks	1
New lock	800 feet by 50 feet.
Old lock	200 " 45 "
Total rise or lockage	3½ feet.
Depth of water on sills of new lock	14 "
Depth of water on sills of old lock	9 "
Breadth of canal at bottom	90 "
Breadth of canal at water surface	154 "

From the head of the Cornwall canal to the foot of Farrans Point canal the distance on the river St. Lawrence is five miles. The latter canal enables vessels ascending the river to avoid Farrans Point rapids, passing the full tow at one lockage. Descending vessels run the rapids with ease and safety.

RAPIDE PLAT CANAL.

Length of canal	3⅔ miles.
Number of locks	2
Dimensions of locks	270 feet by 45 feet.
Total rise or lockage	11½ feet.
Depth of water on sills	14 "
Breadth of canal at bottom	80 "
Breadth of canal at water surface	152 "

The old lift-lock, 200 feet by 45 feet, is also available with nine feet of water on mitre sills.

From the head of Farrans Point canal to the foot of Rapide Plat canal there is a navigable stretch of 9½ miles. The canal was formed to enable vessels ascending the river to pass the rapids at that place. Descending vessels run the rapids safely.

GALOPS CANAL.

Length of canal	7⅛ miles.
Number of locks	3
Dimensions of locks—	
Lift-lock at foot of canal	800 by 50 feet.
Guard-lock at head of canal	270 by 45 "
Lift-lock to pass vessels around Galops rapids only	303 by 45 "
Total rise or lockage	15½ feet.
Depth of water on sills	14 "
Breadth of canal at bottom	80 "
Breadth of canal at surface of water	144 "

From the head of Rapide Plat canal to Iroquois, at the foot of the Galops canal the St. Lawrence is navigable 4½ miles. The canal enables vessels to overcome the rapids at Pointe aux Iroquois, Point Cardinal and the Galops.

MURRAY CANAL.

Length between eastern and western piers	5⅛ miles.
Breadth at bottom	80 feet.
Breadth at water surface, low water, Lake Ontario	124 "
Depth below low water, Lake Ontario	11 "
Number of locks	None.

This canal extends through the isthmus of Murray, giving connection westward between the head waters of the bay of Quinté and lake Ontario, and thus enabling vessels to avoid the open lake navigation.

WELLAND CANAL.

Main line from Port Dalhousie, lake Ontario, to Port Colborne, lake Erie.

	Old line.	Enlarged or new line.
Length of canal	27½ miles.	26¾ miles.
Pairs of guard-gates (formerly 3)	2	1
Number of locks—		
Guard	1	1
Lift	26	25
Dimensions	1 (tidal) 230 x 45 1 lock 200 x 45 1 lock 270 x 45 24 locks 150 x 26½	270 feet x 45 feet.
Total rise or lockage	326¾ feet.	326¾ feet.
Depth of water on sills	10½ "	14 "

WELLAND RIVER BRANCHES.

Length of canal—	
Port Robinson cut to river Welland	2,622 feet.
From the canal at Welland to the river, via lock at Aqueduct	300 "
Chippewa cut to river Niagara (6-ft. navigation only)	1,020 "
Number of locks—one at Aqueduct and one at Port Robinson	2
Dimensions of locks	150 x 26½ feet.
Total lockage from the canal at Welland down to river Welland	10 feet.
Depth of water on sills	9 feet 10 inches.

GRAND RIVER FEEDER.

Length of canal	21 miles.
Number of locks	2
Dimensions of locks	1 of 150 by 26½ ft. 1 of 300 by 45 ft. lower. 28 ft. upper.
Total rise or lockage	10 feet.
Depth of water on sills	6 " only.
Navigable depth of channel	9 "

PORT MAITLAND BRANCH.

Length of canal	1¾ miles.
Number of locks	1
Dimensions of locks	185 feet by 45 feet.
Depth of water on sills	7½ feet.
Total rise or lockage	7 "
Navigable depth of channel	6 " only.

The Welland canal has two entrances from lake Ontario at Port Dalhousie, one for the old, the other for the new canal.

From Port Dalhousie to Allanburg, 11¾ miles, there are two distinct lines of canal in operation, the old line and the enlarged or new line.

From Allanburg to Port Colborne, a distance of 15 miles, there is only one channel, the old canal having been enlarged.

From the head of the Welland canal there is a deep water navigation through lake Erie, the Detroit river, lake St. Clair, the St. Clair river, lake Huron and river St. Mary to the Sault canal, a distance of about 580 miles. From the Sault the distance through lake Superior to Port Arthur is 274 miles, and to Duluth 397 miles.

SAULT STE. MARIE CANAL.

Length of canal, between the extreme ends of the entrance piers	1 1/30 miles or 7,472 feet.
Number of locks	1
Dimension of locks	900 feet by 60 feet at water level; width at lock bottom, 59 feet.
Depth of water on sills (at lowest known water level)	18 feet 3 inches.
Total rise or lockage (mean)	19 feet.
Breadth of canal at bottom	141 feet 8 inches.
Breadth at surface of water	150 feet.

This canal has been constructed through St. Mary's island, on the north side of the rapids of the river St. Mary, and, with that river, gives communication on Canadian territory between lakes Huron and Superior.

MONTREAL, OTTAWA AND KINGSTON.

This route extends from the harbour of Montreal to the port of Kingston, passing through the Lachine canal, the navigation section of the lower river Ottawa, and the Ottawa canals, to the city of Ottawa; thence by the river Rideau and the Rideau canal to Kingston, on lake Ontario—a total distance of 245⅝ miles.

After leaving the Lachine canal the works constructed to overcome difficulties of navigation are:—

OTTAWA RIVER CANALS.

The Ste. Anne's lock. Carillon canal. Grenville canal.

RIDEAU CANAL.

The total lockage (not including that of the Lachine canal) is 509 feet (345 rise, 164 fall) and the number of locks is 55.

The following table exhibits the intermediate distances from Montreal harbour:—

Sections of Navigation.	Intermediate Distance.	Total Distance from Montreal.
	Miles.	Miles.
The Lachine canal	8½	
From Lachine to Ste. Anne's lock	15	23½
Ste. Anne's lock and piers	⅛	23⅝
Ste. Anne's lock to Carillon canal	27	50⅝
The Carillon canal	¾	51⅜
From Carillon to Grenville canal	6¼	57⅝
The Grenville canal	5¾	63⅜
From the Grenville canal to entrance of Rideau navigation	56	119⅜
Rideau navigation ending at Kingston	126¼	245⅝
" Perth branch, from Rideau lake to Perth	7	195

STE. ANNE'S LOCK.

	New Lock.	Old Lock.
Length of canal	⅛ mile.	⅛ mile.
Number of locks	1	1
Dimensions of locks	200 x 45 feet.	190 x 45 feet.
Total rise or lockage	3 "	3 "
Depth on sills	9 "	6 "

This work, with guide piers above and below, surmounts the Ste. Anne's rapids between Ile Perrot and the head of the island of Montreal, at the outlet of that portion of the river Ottawa which forms the lake of Two Mountains, 23½ miles from Montreal harbour.

THE CARILLON CANAL.

Length of canal	¾ mile.
Number of locks	2
Dimensions of locks	200 x 45 feet
Total rise or lockage	16 feet.
Depth of water on sills	9 "
Breadth of canal at bottom	100 "
Breadth of canal at water surface	110 "

This canal overcomes the Carillon rapids.

From Ste. Anne's lock to the foot of the Carillon canal is a navigable stretch of 27 miles, through the lake of Two Mountains and river Ottawa.

By the construction of the Carillon dam across the river Ottawa the water at that point is raised 9 feet, enabling the river above to be used for navigation.

GRENVILLE CANAL.

Length of canal	5¾ miles
Number of locks	5
Dimensions of locks	200 x 45 feet.
Total rise or lockage	43¾ feet.
Depth of water on sills	9 "
Breadth of canal at bottom	40 to 50 feet.
Breadth of canal at surface of water	50 to 80 "

This canal, by which the Long Sault rapids are avoided, is about 56 miles below the city of Ottawa, up to which point the river Ottawa affords unimpeded navigation.

RIDEAU NAVIGATION.

The Rideau system connects the river Ottawa at the city of Ottawa with the eastern end of lake Ontario at Kingston.

Length of navigation	126¼ miles.
Number of locks from Ottawa to Kingston	33 ascending. 14 descending.
Total lockage 457½ feet.	292¼ rise and 165¾ fall. at low water.
Dimensions of locks	134 x 33 feet.
Depth of water on sills	5 feet.
Navigation depth through the several reaches	5 feet.
Breadth of canal reaches at bottom	54 feet in rock. 60 feet in earth.
Breadth of canal at surface of water	80 feet in earth.

PERTH BRANCH.

Length of canal	7	miles.
Number of locks	2	
Dimensions of locks	134	feet x 33 feet.
Total rise or lockage	26	"
Depth of water on sills	5	" 6 inches.
Length of dam	200	"
Breadth of canal at surface of water	80	"
Breadth of canal at bottom	40	" in rock.
	60	" in clay.

The Perth branch of the Rideau canal affords communication between Beveridge's bay, on lake Rideau, and the town of Perth.

The summit level of the Rideau system is at upper lake Rideau, but several of the descending reaches are also supplied by waters which have been made tributary to them. The following description gives the sources of supply:—

From the summit, the route towards Ottawa follows the Rideau river, and that towards Kingston follows the river Cataraqui. The supply of water for the canal is derived from the reserves given in detail below.

These may be divided into three systems, viz.:—

1. The summit level, supplied by the Wolf lake system.

2. The eastern descending level to Ottawa, supplied by the river Tay system, discharging into lake Rideau.

3. The southwest descending level to Kingston, supplied by the Mud lake system, formerly known as the Devil lake system, discharging into lake Opinicon.

Lake Opinicon receives the waters of Buck lake and Rock lake.

All these waters on the descending level, supplemented by those on lake Loughboro', flow to Cranberry lake, which, discharging through Round Tail outlet, forms the river Cataraqui. The river, rendered navigable by dams at various points, affords a line of navigation to Kingston.

RICHELIEU AND LAKE CHAMPLAIN.

This system, commencing at Sorel, at the confluence of the rivers St. Lawrence and Richelieu, 46 miles below Montreal, extends along the river Richelieu, through the St. Ours lock to the basin at Chambly; thence, by the Chambly canal, to St.

Johns, and up the river Richelieu to lake Champlain. The distance from Sorel to the boundary line is 81 miles.

At Whitehall, at the southern end of lake Champlain, connection is obtained by means of the Champlain canal with the river Hudson, by which the city of New York is directly reached.

The following table shows the distances between Sorel and New York:—

Sections of Navigation.	Intermediate Distance.	Total Distances.
	Miles.	Milles.
Sorel to St. Ours Lock	14	14
St. Ours Lock to Chambly Canal	32	46
Chambly Canal	12	58
Chambly Canal to boundary line	23	81
Boundary line to Champlain Canal	111	192
Champlain Canal to junction with Erie Canal	66	258
Erie Canal from junction to Albany	7	265
Albany to New York	146	411

ST. OURS LOCK AND DAM.

Length	$\frac{1}{8}$ mile.
Number of locks	1
Dimensions of lock	200 feet by 45 feet.
Total rise or lockage	5 feet.
Depth of water on sills	7 "
Length of dam in western channel	690 "

At St. Ours, 14 miles from Sorel, the River Richelieu is divided by a small island into two channels. The St. Ours lock is in the eastern channel.

There is a navigable depth in the Richelieu of 7 feet between St. Ours lock and Chambly basin, a distance of 32 miles.

CHAMBLY CANAL.

Length of canal	12 miles.	
Number of locks	9	
Dimensions of locks—		
Guard lock No. 1 at St. Johns	122 feet	From 22½ to 24 feet wide.
Lift lock No. 2	124 "	
Lift locks Nos. 3, 4, 5, 6	118 "	
Lift locks Nos. 7, 8, 9, combined	125 "	
Total rise or lockage	74 "	
Depth of water on sills	6½ "	
Breadth of canal at bottom	36 "	
Breadth of canal at surface of water	60 "	

This canal succeeds the 32 miles of navigable water between St. Ours lock and Chambly basin. The canal overcomes the rapids between Chambly and St. Johns.

TRENT CANAL.

The term "Trent canal" is applied to a series of water stretches, which do not, however, form a connected system of navigation, and which in their present condition, are efficient only for local use. By various works this local use has been extended, and by others, now in progress and contemplation, this will become a through route between lake Ontario and lake Huron.

The series is composed of a chain of lakes and rivers, extending from Trenton, at the mouth of the river Trent, on the Bay of Quinté, lake Ontario, to Honey harbour, about 10 miles north of Midland, on Georgian bay, lake Huron.

Many years ago the utilizing of these waters for the purpose of through water communication beween lake Huron and lake Ontario was projected.

The course, as originally contemplated and modified, is as follows:—

Through the river Trent, Rice lake, the river Otonabee and lakes Clear, Stony, Lovesick, Deer, Buckhorn, Chemong, Pigeon, Sturgeon and Cameron to lake Balsam, the summit water, about 155 miles from Trenton; from lake Balsam by a canal and the river Talbot to lake Simcoe.

From lake Simcoe the route is through lake Couchiching and down the Severn river to Gloucester pool, leaving Glouceseter pool by the Go-Home lakes and south Honey harbour and entering the Georgian bay at Skylark rock between the islands of Beausoleil and Minnicoganasheue. There will be 8 feet 4 inches of water on the sills throughout. Another passage between Gloucester pool and Georgian bay is provided by a small lock at Fort Severn, with 6 feet of water on the sill.

The full execution of the scheme, commenced by the Imperial Government in 1837, was deferred. By certain works, however, below specified, sections of these waters have been made practicable for navigation, and the whole scheme is now being carried out. A branch of the main route, extending from Sturgeon lake south, affords communication with the town of Lindsay, and through lake Scugog, to Port Perry, a distance of approximately 174 miles from Trenton.

The works by which the Trent navigation has been improved to date comprise short canals with locks at Hastings, Peterborough, Peterborough to Lakefield 7 locks, one being a hydraulic lift; Young's point, Burleigh falls, Lovesick, Buckhorn, Bobcaygeon, Fenelon Falls, Rosedale, and six locks between Balsam and Simcoe lakes, one being a hydraulic lift; also lock and dam at Lindsay.

Also dams at Healey falls, Hastings Peterborough, Peterborough to Lakefield, 6; Young's point, Burleigh, Lovesiek, Buckhorn, Bobcaygeon, Fenelon Falls, Rosedale, and three between Balsam and Simcoe lakes.

Bridges also have been built at many of the locks and at other places.

For convenience the canal may be divided into the following divisions, the lengths being given:—

ONTARIO-RICE LAKE DIVISION.

Embracing the canal and river navigation between Trenton, on the Bay of Quinté, to Rice lake, 56 miles.

The all-river route from Trenton, on the Bay of Quinté, to Rice lake was fully decided upon by the government during the session of 1907, and the work of construction was begun that fall. The improvement is carried out on the principle of damming the river at suitable points by means of dams, and connecting the pools thus created by means of locks and short stretches of canal. The locks on this division will be 175 feet long, 33 feet wide, with 8 feet 4 inches of water on the sills. In the reaches there will be a minimum depth of 9 feet of water. For the purpose of construction, this division of 56 miles has been divided into seven sections, all of which are under contract. Rice lake is 369 feet above low water level of lake Ontario, which height will be overcome by 18 locks.

PETERBOROUGH-RICE LAKE DIVISION.

Embracing that stretch of river and lake navigation from the lower end of Rice lake to Peterborough, 32 miles.

This division is navigable with a minimum depth of 6 feet.

At Hastings are a concrete lock, replacing the old masonry lock, and a concrete dam, replacing the old timber structure which formerly existed at that point; these maintain navigation on the Trent river, Rice lake and the Otonabee river to Peterborough, a distance of about 38 miles.

At Peterborough, 89 miles from Trenton, is a masonry lock and a concrete dam which maintain navigation through Little lake to lock No. 6 of the Peterborough-Lakefield division, a distance of about three-quarters of a mile.

PETERBOROUGH-LAKEFIELD DIVISION.

Embracing that stretch of river and canal navigation from Little lake at Peterborough to Lakefield, 10 miles.

Construction completed and canal in operation with a minimum depth of 6 feet for navigation.

From Peterborough to Lakefield, navigation is maintained on the Otonabee river by a series of concrete locks and timber dams as follows:—

Leaving Little lake through lock No. 6, in a distance of about half a mile, the hydraulic lift lock is reached, where there is a lift of 65 feet into a reach which extends to lock No. 5, about five miles from Peterborough, the last mile only of this reach being in the river; from here to Lakefield, locks 5, 4, 3, 2 and 1, with their respective dams, give navigation to Lakefield, about ten miles from Peterborough, or 99 from Trenton, and thence on five miles further to Young's Point.

KAWARTHA LAKES DIVISION.

Embraces that stretch of lake and river navigation from Lakefield to the entrance to the canal on the west shore of Balsam lake—62 miles.

Navigable with a minimum depth of 6 feet. Also in this division, may be included the Lindsay branch which embraces the Scugog lake and river from main channel on Sturgeon lake to Port Perry, the distance being about 30 miles, not included in the total 62 miles, above mentioned. A new lock and dam at Lindsay on this branch have recently been built.

At Young's point, a masonry lock and timber dam maintain navigation through Clear and Stony lakes to Burleigh, a distance of about nine miles.

At Burleigh, a masonry lock of two lifts and concrete dam maintain navigation through Lovesick lake, about two miles, to Lovesick. A new concrete dam has recently been completed at Burleigh.

At Lovesick, a masonry lock and timber dam maintain navigation through Deer bay for about five miles to Buckhorn.

At Buckhorn, a masonry lock and new concrete dam maintain navigation for about 16½ miles through Buckhorn and Pigeon lakes to Bobcaygeon, 136 miles from Trenton, and also as branches, maintain navigation from Buckhorn lake through Chemong lake to Bridgenorth, about 8 miles, and in the Pigeon river from Pigeon lake to Omemee, about 10 miles.

At Bobcaygeon, a masonry lock and two dams, one being recently rebuilt of concrete and the other a timber one, maintain navigation through Sturgeon lake and Fenelon river, a distance of about 14½ miles to Fenelon Falls.

At Fenelon Falls is a short canal, a masonry lock of two lifts and a new concrete dam which maintain navigation across Cameron lakes to Rosedale, a distance of about 3½ miles, to a new concrete lock of the same dimensions as those of the Ontario-Rice lake division.

At Rosedale, the new concrete lock and dam maintain navigation on Balsam lake, the summit level of the canal, which extends from Rosedale to the hydraulic lock at Kirkfield, a distance of twelve miles; half of this distance is through a canal connecting Balsam lake with the lock, which is about 166 miles from Trenton.

SIMCOE-BALSAM LAKE DIVISION.

Extends from Balsam lake to Gamebridge on lake Simcoe—18·2 miles.

Construction completed and canal in operation with a minimum depth of 6 feet.

At the Kirkfield hydraulic lock is a drop of 50·44 feet from the summit level. From this point to Gamebridge on lake Simcoe, 179 miles from Trenton, the route consists of canal and river reaches maintained by damming the Talbot river. There are five new concrete locks numbered 1, 2, 3, 4 and 5, with concrete dams at Nos. 1 2 and 3.

SEVERN RIVER DIVISION.

This division embraces the western portion of the system extending from lake Simcoe to the Georgian Bay. It comprises three main sections, Nos. 1, 2 and 3, and the Port Severn section. Except for section 1, these are all in course of construction.

Section 3 extends from lake Couchiching to a point 1¾ miles above Ragged rapids, a distance of 15·3 miles. The dams at the various outlets of lake Couchiching will be remodelled so as to provide more efficient regulation. A cut 4 miles long with a lock of 20 feet drop at its northern end will connect deep water in lake Couchiching with the Severn river just below Severn bridge. From this point the route follows the Severn river through Sparrow lake to the lower end of the section without lockage.

Section 2, 11·6 miles long, extends to Big Chute. Except for ¼ mile of cut near the east end of the section, the route follows the river bed throughout. The dam and power plant at Ragged rapids will be replaced by a new dam, power plant and lock of 47 feet drop two miles further down the river. This is the only lock on this section. A regulating dam is being constructed on Pretty Channel.

Section 1, 16·8 miles long, extends to deep water in Georgian bay west of Beausoleil island. Between Big Chute and Gloucester pool the route is east of the river, and will consist of two locks of 20 feet drop each, connected by an artificial lake. The Gloucester pool level extends through the Go-Home lakes to the south Honey harbour lock where, with a drop of about 14·5 feet, the canal will enter the Georgian bay level.

The Port Severn section includes the impounding and regulating dams at Port Severn which maintains the Gloucester pool level. A small lock there will provide for small craft an additional route between Gloucester pool and Georgian bay.

HOLLAND RIVER DIVISION.

This contemplated the canalization of the Holland river between lake Simcoe and Newmarket, 12·3 miles. It has not been completed, and work on it was discontinued in December, 1911.

The following is a list of locks now in use, with their dimensions, in order of location, from Hastings to Gamebridge on lake Simcoe.

		Length between Hollow Quoins	Width.	Depth on Sill.	Lift.
		Ft.	Ft.	Ft.	Ft.
1	Lock at Hastings	175	33	8 4 in.	9
1	" at Peterborough	134	33	6	9
1	" No. 6, Peterborough—Lakefield division	142	33	6	12
1	" at Peterborough, hydraulic lift lock No. 1	140	33	6	65
1	" No. 5, Peterborough—Lakefield division	142	33	6	14
1	" No. 4, " " "	142	33	6	12
1	" No. 3, " " "	142	33	6	12
1	" No. 2, " " "	142	33	6	10
1	" No. 1, " " "	142	33	6	16
1	" at Young's point	134	33	6	6
2	" at Burleigh, each 11½ feet	Upper 134 / Lower 150	33	6	23
1	" at Lovesick	134	33	6	4
1	" at Buckhorn	134	33	6	9
1	" at Bobcaygeon	134	33	6	7
2	" at Fenelon Falls, each 12 feet	Upper 134 / Lower 150	33	6	24
1	" at Rosedale	175	33	8 4 in.	4
1	" at Kirkfield, hydraulic lift No. 2	140	33	6	50·44
1	" No. 1, Simcoe—Balsam Lake division	142	33	6	21
1	" No. 2, " " "	142	33	6	14
1	" No. 3, " " "	142	33	6	14
1	" No. 4, " " "	142	33	6	14
1	" No. 5, " " "	142	33	6	11
24					
1	" at Lindsay, Scugog Branch	142	33	6	6·5

ST. PETER'S CANAL, CAPE BRETON.

Length of canal	About 2,600 feet.
Breadth at water line	55 feet.
Lock	1 tidal lock, 4 pairs of gates.
Dimensions	200 feet by 48 feet.
Depth of water on sills	18 feet at lowest water.
Depth through canal	19 feet.
Extreme rise and fall of tide in St. Peter's bay	7 feet

This canal connects St. Peter's bay on the southern side of Cape Breton, Nova Scotia, with the Bras d'Or lakes. It crosses an isthmus half a mile in width, and gives access from the Atlantic. A new Atlantic entrance and lock, 300 feet by 48 feet, are now under construction. These will replace the existing lock and entrance.

PART VIII.

MISCELLANEOUS STATEMENTS.

Table of distances, Intercolonial and Prince Edward Island Railways.

INTERCOLONIAL RAILWAY.

Expenses, gross earnings, freight tonnage, profit or loss, and passengers, yearly since July 1, 1876.

Earnings, passenger, freight, mails and sundries, yearly since July 1, 1876.

Earnings, yearly since July 1, 1876.

Local and through freight, yearly since July 1, 1876.

Local and through passengers, yearly since July 1, 1876.

Coal carried from Nova Scotia colleries, yearly since July 1, 1876.

Grain carried for shipment, yearly since July 1, 1876.

Flour and meal carried, yearly since July 1, 1876.

Grain carried, yearly since July 1, 1876.

Lumber carried, yearly since July 1, 1876.

Live stock carried, yearly since July 1, 1876.

Raw and refined sugar carried, yearly since July 1, 1876.

Fresh and salt fish carried, yearly since July 1, 1876.

Ocean-borne goods carried, yearly since July 1, 1876.

WINDSOR BRANCH.

Earnings, expenses and profits or losses, yearly from 1880.

PRINCE EDWARD ISLAND RAILWAY.

Expenses, earnings, freight and passenger traffic and loss, yearly from 1875.

CANALS.

Statement showing total cost of construction and enlargement from Montreal to Port Arthur.

Statement showing total cost of construction and enlargement from Lachine to Ottawa.

Statement showing total cost of construction and enlargement from Ottawa to Kingston.

Statement showing total cost of construction and enlargement from St. Johns to Sorel.

Statement showing total cost of construction and enlargement from Lake Ontario to Georgian Bay.

Statement showing total cost of construction and enlargement from Atlantic Ocean to Bras d'Or Lakes.

Freight traffic in 1913 and 1914.

Dates of opening and closing of canals for the season of 1914.

INTERCOLONIAL RAILWAY.

The Intercolonial railway touches six Atlantic ocean ports, namely Pointe du Chêne, Pictou, Halifax, St. John, Sydney and North Sydney, as well as the River St. Lawrence ports of Lévis, opposite Quebec, and Montreal.

The total length of the road operated during the year ended March 31, 1915, was 1,450·08 miles.

The following are the through distances:—

	Miles.
Montreal to Halifax, via Lévis	837·52
" St. John, via Lévis	741 29
" Sydney, via Lévis	999·62
" North Sydney, via Lévis	984·46

Freight is carried direct via St. Henri, which would reduce each of the above distances by 3 miles.

MAIN LINE AND BRANCHES.

	Miles.
Halifax to Truro	62·12
Dartmouth Branch	12·50
Truro to Moncton	123·52
Moncton to St. John	89·31
Pointe du Chêne Branch	11·98
Moncton to Campbellton	185·57
Campbellton to Mont Joli	105·38
Mont Joli to Rivière du Loup	83·44
Rivière Ouelle Branch	6·19
Rivière du Loup to Pointe Lévis	115·82
Hadlow to Chaudière Curve	5·60
Chaudière to Ste. Rosalie	115·79
St. Charles Junction to Chaudière Junction	16·71
Nicolet Branch	14·70
Dalhousie Branch	6·28
Pictou to Oxford Junction	69·10
Brown's Point to Stellarton	11·90
Junction near New Glasgow to Pictou Landing	8·24
Pugwash Junction to Pugwash	4·54
Truro to Mulgrave	122·30
Point Tupper to Sydney	101·92
Sydney Mines Loop	16·60
Fredericton to Derby Junction	110·62
Nelson Junction to Loggieville	13·77
Ferrona Junction to Sunny Brae	12·48
	1,409·78

LEASED.

Length of Main line from Pointe Lévis to Hadlow	1·49	
Chaudière Curve to Chaudière	1·18	
St. Rosalie Junction to Montreal	37·63	40·30
Total miles		1,450.08
Mulgrave to Point Tupper (Ferry)		0·80
		1.450·88

FREIGHT BRANCHES OWNED.

	Miles.
Switch near North street to D. W. T., Halifax	0·85
Halifax Cotton Factory	2·10
Sydney Station to wharf	1·06
North Sydney Station to wharf	0·82
Switch near Pictou landing to coal wharf	0·75
Pictou Station to wharf	0·15
Pictou Station to Copper Crown smelter	0·72
Logan's Tannery siding	0·48
Pugwash Station to wharf	0·07
Sackville Wharf branch	0·47
Dorchester Wharf branch	1·00
Moncton Wharf branch	1·00
Courtenay Bay branch	2·39
St. John water front extension	0·44
St. John Station to Deep Water wharf	0·28
Newcastle Wharf branch	1·75
Dalhousie Station to wharf	0·50
Campbellton Wharf branch	0·43
Rimouski Wharf branch	2·00
Trois Pistoles spur	2·38
Rivière du Loup Wharf branch	4·35
St. Pacôme Spur	1·27
Nicolet Station to wharf	2·08
Carmel Branch, main line to village	1·05
Fort Lawrence Spur	1·18
Wallace Spur	2·00
Pugwash Branch to brick works	1·02
	32·59

PRINCE EDWARD ISLAND RAILWAY.

LENGTH OF LINE.

	Miles.
Souris to Tignish	165·5
Mount Stewart to Georgetown	24·4
Charlottetown to Royalty Junction	5·3
Emerald Junction to Cape Traverse	11·8
Charlottetown to Murray Harbour	47·8
Montague Junction to Montague	6·2
Harmony to Elmira	9·9
Millview Loop	4·3
	275·2

INTERCOLONIAL RAILWAY.

THE following table shows the working expenses, gross earnings, the tonnage of freight and number of passengers carried each year from July 1, 1876, to March 31, 1915.

Year.	Average miles in Operation.	Working Expenses.	Gross Earnings.	Profit.	Loss.	Tons of Freight Carried.	No. of Passengers Carried.
		$ cts.	$ cts.	$ cts.	$ cts.		
1876-77..	714	1,661,673 55	1,154,445 33	.....	507,228 22	421,327	613,420
1877-78.	714	1,816,273 56	1,378,946 78	.....	432,326 78	552,710	618,957
1878-79..	714	2,010,183 22	1,294,009 69	.....	716,083 53	510,861	640,101
1879-80..	829	1,603,439 71	1,506,298 48	.....	97,131 23	561,924	581,483
1880-81..	840	1,759,851 27	1,760,393 92	542 65	.....	725,777	631,345
1881-82..	840	2,069,657 45	2,079,262 66	9,605 18	.....	838,956	779,994
1882-83..	840	2,360,373 27	2,370,910 10	17,547 18	.....	970,961	878,600
1883-84..	887	2,377,433 62	2,384,414 92	6,981 30	.....	1,009,237	944,636
1884-85..	941	2,519,751 56	2,441,203 66	.....	78,547 90	989,986	957,228
1885-86..	946	2,583,999 67	2,450,093 88	.....	133,905 79	1,023,788	932,880
1886-87 .	977	2,922,369 62	2,660,116 93	.....	262,252 69	1,143,020	942,784
1887-88..	971	3,366,781 74	2,983,336 05	.....	383,445 69	1,288,823	1,040,163
1888-89.	971	3,244,647 73	2,967,801 00	.....	276,847 73	1,218,877	1,136,272
1889-90..	971	3,560,575 74	3,012,739 87	.....	847,835 87	1,368,819	1,219,233
1890-91..	1,091	3,662,341 94	2,977,395 38	.....	684,946 56	1,304,534	1,298,304
1891-92..	1,142	3,439,377 00	2,945,441 97	.....	493,935 03	1,264,575	1,297,732
1892-93..	1,142	3,045,317 50	3,065,499 09	20,181 59	.....	1,338,080	1,292,878
1893-94..	1,142	2,981,671 98	2,987,516 17	5,838 29	.....	1,342,710	1,301,062
1894-95..	1,142	2,936,902 74	2,940,717 95	3,815 21	.....	1,276,816	1,352,664
1895-96..	1,142	3,012,827 62	2,957,670 10	.....	55,187 52	1,379,618	1,471,866
1896-97.	1,145	2,925,968 67	2,866,028 02	.....	59,940 65	1,296,028	1,501,690
1897-98..	1,201	3,327,648 51	3,117,669 85	.....	209,978 66	1,434,576	1,523,444
1898-99..	1,315	3,675,686 21	3,738,331 44	62,645 43	.....	1,750,761	1,603,095
1899-1900	1,315	4,431,404 69	4,552,071 71	120,667 02	.....	2,151,208	1,029,754
1900-01..	1,315	5,460,404 64	4,972,235 87	.....	488,186 77	2,111,310	2,517,295
1901-02..	1,315	5,574,563 30	5,671,385 91	96,822 61	.....	2,385,816	2,186,226
1902-03..	1,315	6,196,653 19	6,324,323 72	127,670 53	.....	2,790,737	2,404,230
1903-04..	1,321	7,239,982 04	6,339,231 43	.....	900,750 61	2,664,149	2,663,156
1904-05..	1,446	8,508,826 75	6,783,522 83	.....	1,725,303 92	2,782,257	2,810,960
1905-06..	1,446	7,881,914 36	7,643,829 90	61,915 54	.....	3,156,189	2,737,160
1906-07†.	1,448	6,030,171 83	6,248,311 00	218,139 17	.....	2,606,073	2,044,847
1907-08..	1,448	9,157,435 53	9,173,558 80	16,123 27	.....	4,134,061	2,789,371
1908-09..	*1,447·13	9,328,021 55	8,527,069 46	.....	800,952 09	3,573,972	2,907,232
1909-10..	1,447·13	8,645,070 33	9,268,234 99	623,164 66	.....	3,927,240	3,122,347
1910-11..	1,455·63	9,595,976 79	9,863,783 40	267,806 61	.....	4,101,400	3,232,895
1911-12..	1,468·15	10,591,035 84	10,593,785 84	2,750 00	.....	4,536,599	3,416,553
1912-13..	1,467·73	‡11,984,482 69	11,984,482 69	.....	.....	5,203,469	3,763,115
1913-14..	1,457·77	**12,878,549 00	12,878,549 00	.....	.....	5,287,740	3,983,511
1914-15..	1,450·08	11,438,373 00	11,444,873 00	6,500 00	.....	4,529,002	3,613,373

†The year 1906-7 was nine months only; the Canadian fiscal year having been changed to close on March 31, instead of June 30.

*The railway was remeasured in this year.

‡ Of this total $4,500 was paid for compassionate allowance by special vote of Parliament.

** Of this total $11,360 was paid for compassionate allowance by special vote of Parliament.

INTERCOLONIAL RAILWAY.

STATEMENT of Earnings, yearly, from July 1, 1876, to March 31, 1915.

Year.	Miles in Operation.	Passenger Traffic.	Freight Traffic.	Mails and Sundries.	Total.
		$ cts.	$ cts.	$ cts.	$ cts.
1876-7	714	460,368 15	607,564 99	86,512 21	1,154,443 33
1877-8	714	475,256 82	801,709 82	101,985 07	1,378,946 78
1878-9	714	451,893 29	752,490 85	88,715 55	1,294,009 69
1879-80	829	490,338 66	915,486 50	100,473 32	1,506,298 48
1880-1	840	545,114 48	1,113,872 21	101,407 23	1,760,493 92
1881-2	840	651,299 74	1,303,496 00	124,470 72	2,679,262 66
1882-3	840	741,992 72	1,487,601 98	141,326 49	2,379,910 10
1883-4	887	775,784 77	1,461,390 37	147,240 78	2,383,414 92
1884-5	941	747,285 13	1,542,052 10	151,566 35	2,441,203 66
1885-6	946	765,900 03	1,523,487 72	160,706 13	2,450,093 88
1886-7	977	828,328 28	1,677,971 59	153,817 06	2,660,116 93
1887-8	971	844,448 07	1,932,877 85	166,010 13	2,983,336 95
1888-9	971	906,246 77	1,909,094 44	152,460 09	2,967,801 00
1889-90	971	895,094 53	1,964,646 86	152,998 48	3,012,739 87
1890-1	1,094	962,316 88	1,853,629 88	160,448 62	2,977,395 38
1891-2	1,142	961,427 94	1,803,529 03	180,485 00	2,946,441 97
1892-3	1,142	1,002,912 74	1,868,853 84	184,468 80	3,065,499 09
1893-4	1,142	958,915 13	1,834,126 34	193,762 51	2,987,502 27
1894-5	1,142	963,914 44	1,782,608 54	194,194 97	2,940,717 95
1895-6	1,142	971,426 26	1,788,813 18	197,400 66	2,957,640 10
1896-7	1,145	979,005 57	1,687,050 42	199,472 03	2,866,028 02
1897-8	1,201	1,053,864 64	1,857,740 06	206,065 15	3,117,669 85
1898-9	1,315	1,167,453 16	2,348,096 58	222,781 70	3,738,331 44
1899-1900	1,315	1,404,469 87	2,912,790 52	234,811 32	4,552,071 91
1900-1	1,315	1,607,166 79	3,121,006 15	244,062 93	4,972,235 87
1901-2	1,315	1,770,941 13	3,644,513 42	255,931 36	5,761,385 91
1902-3	1,315	1,927,916 87	4,128,255 00	268,151 75	6,324,323 72
1903-4	1,321	2,021,568 40	4,041,122 48	276,540 55	6,339,231 43
1904-5	1,446	2,105,066 75	4,373,178 75	305,277 53	6,783,522 33
1905-6	1,446	2,297,716 52	5,019,805 53	326,307 85	7,643,829 90
1906-7	1,448	1,952,438 88	4,032,745 00	263,127 12	†6,248,311 05
1907-8	1,448	2,711,416 98	6,054,493 45	407,643 37	9,173,358 80
1908-9	*1,447·13	2,628,218 57	5,502,550 58	396,300 31	8,527,069 46
1909-10	1,447·13	2,765,884 66	6,048,884 18	453,466 15	9,268,234 99
1910-11	1,455·63	2,899,419 82	6,344,595 66	619,767 92	9,863,783 40
1911-12	1,468·15	3,017,304 63	7,008,300 49	568,180 72	10,593,785 84
1912-13	1,467·73	3,438,447 32	8,028,760 13	517,275 24	11,984,482 69
1913-14	1,457·77	3,674,878 75	8,469,590 33	734,079 92	12,878,549 00
1914-15	1,450·08	3,291,916 96	7,310,765 11	842,191 07	11,444,873 14

* As measured in this year. † 1906-7, nine months only.

INTERCOLONIAL RAILWAY.

STATEMENT showing the Number of Tons of Local and Through Freight carried, yearly, from July 1, 1876, to March 31, 1915.

Year.	Miles in operation.	Local Freight.	Through Freight.	Total.
1876-7	714	The information for these years was destroyed when the general offices in Moncton were burned.		421,327
1877-8	714			522,710
1878-9	714			510,861
1879-80	829			561,924
1880-1	840			725,777
1881-2	840	571,784	267,272	838,956
1882-3	840	537,025	443,936	970,961
1883-4	887	584,581	424,658	1,009,237
1884-5	941	506,574	483,352	989,936
1885-6	946	580,076	443,712	1,023,788
1886-7	977	633,455	509,565	1,143,020
1887-8	971	727,599	561,224	1,288,823
1888-9	971	624,436	594,441	1,218,877
1889-90	971	756,696	612,123	1,368,819
1890-1	1,094	797,792	507,042	1,304,534
1891-2	1,142	750,783	513,792	1,264,575
1892-3	1,142	1,030,628	357,452	1,388,080
1893-4	1,112	966,114	376,596	1,342,710
1894-5	1,142	901,374	366,442	1,267,816
1895-6	1,142	1,101,229	368,389	1,379,618
1896-7	1,145	927,167	368,859	1,296,028
1897-8	1,201	1,053,569	381,007	1,434,576
1898-9	1,315	1,351,569	399,192	1,750,761
1899-1900	1,315	1,713,928	437,280	2,151,208
1900-1	1,315	1,633,671	477,639	2,111,310
1901-2	1,315	1,914,551	471,265	2,385,816
1902-3	1,315	2,239,993	550,744	2,790,737
1903-4	1,321	2,123,261	540,888	2,664,149
1904-5	1,446	2,119,528	662,729	2,782,257
1905-6	1,446	2,413,863	742,326	3,156,189
1906-7	1,448	1,996,869	609,204	*2,606,073
1907-8	1,448	3,227,425	906,629	4,134,064
1908-9	†1,447·13	2,742,454	831,518	3,573,972
1909-10	1,447·13	2,958,642	968,598	3,927,240
1910-11	1,455·63	3,0·5,437	1,015,963	4,101,400
1911-12	1,468·15	3,452,489	1,084,110	4,536,599
1912-13	1,467·73	3,913,373	1,290,096	5,203,469
1913-14	1,457·77	3,783,578	1,501,162	5,287,740
1914-15	1,450·08	2,983,719	1.545,283	4,529,002

* 1906-7, nine months only. † As remeasured in this year.

INTERCOLONIAL RAILWAY.

STATEMENT of the Number of Local and Through Passengers carried, yearly, from July 1, 1876, to March 31, 1915.

Year.	Miles in Operation.	Number of Local Passengers.	Number of Through Passengers.	Total.
1876-7	714	The information for these years was destroyed when the general offices in Moncton were burned.		613,420
1877-8	714			619,957
1878-9	714			640,101
1879-80	829			581,483
1880-1	840			631,245
1881-2	840	647,534	132,460	779,994
1882-3	840	728,186	150,414	878,600
1883-4	887	784,715	159,921	944,636
1884-5	941	812,028	145,200	957,228
1885-6	946	784,817	148,063	932,880
1886-7	977	814,032	128,752	942,784
1887-8	971	948,324	91,839	1,040,163
1888-9	971	1,050,592	85,680	1,136,272
1889-90	971	1,112,695	91,531	1,219,233
1890-1	1,094	1,203,814	94,490	1,298,304
1891-2	1,142	1,198,649	99,083	1,297,732
1892-3	1,142	1,188,827	104,051	1,292,878
1893-4	1,142	1,216,027	85,035	1,301,062
1894-5	1,142	1,272,284	80,383	1,352,667
1895-6	1,142	1,386,803	85,063	1,471,866
1896-7	1,145	1,416,631	85,059	1,501,690
1897-8	1,201	1,438,590	89,854	1,523,444
1898-9	1,315	1,504,652	98,443	1,103,095
1899-1900	1,315	1,878,858	112,896	1,791,754
1900-1	1,315	1,905,599	119,696	2,025,295
1901-2	1,315	2,061,196	125,030	2,186,226
1902-3	1,315	2,555,013	149,217	2,404,230
1903-4	1,321	2,447,843	215,313	2,663,156
1904-5	1,446	2,589,928	221,032	2,810,960
1905-6	1,446	2,491,472	245,688	2,737,160
*1906-7	1,448	1,853,126	191,721	2,044,846
1907-8	1,448	2,593,886	195,485	2,789,371
1908-9	†1,447·13	2,656,217	251,020	2,907,237
1909-10	1,447·13	2,873,547	248,777	3,122,324
1910-11	1,455·63	2,968,435	264,460	3,232,895
1911-12	1,468·15	3,126,922	289,631	3,416,553
1912-13	1,467·73	3,448,411	314,704	3,763,115
1913-14	1,457·77	3,637,482	346,029	3,983,511
1914-15	1,450·08	3,348,611	264,757	3,613,371

* 1906-7, nine months only. † As remeasured this year.

The following table shows the number of Tons of Coal carried over the Intercolonial railway from the Nova Scotia collieries to Ste. Rosalie, Montreal and St. John for points west thereof, and to local stations in each year from July 1, 1876, to March 31, 1915.

Year.	For the West.			To Local Stations.	Total.
	Via Ste. Rosalie.	Via Montreal.	Via St. John.		
1876-7				103,420	103,420
1877-8				97,043	97,043
1878-9		300		112,232	112,532
1879-80		1,097		135,369	136,466
1880 1		6,102	4,022	174,483	184,607
1881-2		18,015	11,779	218,364	248,158
1882-3		12,837	22,206	227,380	262,423
1883-4		32,014	19,532	252,014	293,562
1884-5		133,440	1,773	213,791	349,004
1885-6		171,170	21,150	215,272	407,592
1886-7		192,871	27,536	233,178	453,585
1887 8		183,704	36,228	309,727	529,659
1888-9		160,026	27,923	338,538	526,487
1889-90		164,453	25,126	366,967	554,546
1890-1		113,996	60,213	344,829	498,038
1891 2		35,447	5,918	392,441	433,806
1892-3		136,808	3,775	402,653	543,296
1893-4		102,273	8,028	367,390	478,691
1894-5		67,082	7,865	310,253	385,200
1895-6		53,124	9,681	369,708	432,513
1896 7		38,395	12,305	331,469	382,172
1897-8		9,084	9,796	351,069	369,949
1898-9		4,647	5,399	484,163	494,206
1899-1900		3,495		599,714	603,289
1900-1		136			506,454
1901-2		1,131	5,763	3,640	546,986
1902-3	2,200	7,817	6,775	725,727	742,519
1903-4	2,260	637	513	691,346	694,761
1904 5	800	265	5,022	596,290	602,377
1905-6	7,542	1,625	661	610,444	620,272
*1906-7	1,737	2,808	3,252	624,833	632,630
1907-8	22	183	4,245	1,061,694	1,066,134
1908-9	514	945	4,243	909,050	914,752
1909-10	42	890	1,452	1,003,120	1,005,504
1910-11	90	180	633	983,921	984,824
1911-12	73		303	1,111,157	1,111,533
1912-13			425	1,216,636	1,217,061
1913-14	26			1,237,550	1,237,576
1914-15			50	1,083,492	1,083,542

* 1906-7, nine months only.

TABLE showing the number of Bushels of Grain carried during each year over the Intercolonial railway for shipment from July 1, 1876, to March 31, 1915.

Year.	Bushels.		Total.	Year.	Bushels.		Total.
	Via Chaudière.	Via St. John.			Via Chaudière.	Via St. John.	
1876-7				1896-7	Nil.	Nil.	Nil.
1877-8				1897-8	8,000	"	8,000
1878-9				1898-9	30,000	"	30,000
1879-80				1899-1900	13,239	"	13,239
1880 1				1900-1	147	"	147
1881-2				1901-2	Nil.	"	Nil.
1882-3	31,011		31,011	1902-3	"	"	"
1883-4	73,389		73,389	1903-4	147,438	"	147,438
1884-5	300,901		300,901	1904-5	Nil.	"	Nil.
1885-6	389,122		389,122	1905-6	*170,000		170,000
1886-7	575,880		575,880	1906-7			Nil.
1887-8	69,021		69,021	1907-8			"
1888-9	129,725		129,725	1908-9			"
1889-90	502,012		502,012	1909-10			"
1890-1	148,803	59,543	218,337	1910-11	*233,839	2,000	235,839
1891-2	845,997	519,500	1,265,497	1911-12	†122,734	1,215,574	1,338,308
1892-3	156,306	197,666	352,975	1912-13	*2,021,901		2,021,901
1893-4	Nil.	8,026	8,026	1913-14	*2,251,117	966,800	3,217,917
1894-5	"	Nil.	Nil.	1914-15	†859,888	658,524	1,518,412
1895-6	"	"	"				

* Via Montreal. 1906-7, nine months only. † Via Halifax.

TABLE showing the number of Barrels of Flour and Meal carried during each year over the Intercolonial railway from July 1, 1876, to March 31, 1915.

Year.	Barrels.	Year.	Barrels.
1876-7	254,710	1896-7	847,701
1877-8	557,772	1897-8	987,701
1878-9	630,329	1898-9	1,157,250
1879-80	535,248	1899-1900	1,234,077
1880-1	672,310	1900-1	1,292,106
1881-2	692,095	1901-2	1,311,707
1882-3	983,916	1902-3	1,521,540
1883-4	817,134	1903-4	1,607,050
1884-5	935,977	1904-5	1,769,480
1885-6	761,127	1905-6	1,882,630
1886-7	763,894	1906-7	1,531,140
1887-8	871,838	1907-8	1,528,620
1888-9	948,514	1908-9	1,466,920
1889-90	1,116,050	1909-10	1,608,170
1890-1	1,013,129	1910-11	1,696,280
1891-2	954,015	1911-12	1,873,640
1892-3	856,913	1912-13	2,094,990
1893-4	944,967	1913-14	1,960,920
1894-5	938,351	1914-15	2,374,440
1895-6	822,097		

1906-7, nine months only.

TABLE showing the number of Bushels of Grain carried during each year over the Intercolonial railway since July 1, 1876.

Year.	Bushels.	Year.	Bushels.
1876-77	292,852	1896-97	1,093,499
1877-78	331,170	1897-98	1,551,372
1878-79	302,921	1898-99	2,595,353
1879-80	534,021	1899-1900	2,720,453
1880-81	565,678	1900-01	3,535,364
1881-82	560,253	1901-02	2,959,761
1892-83	1,195,601	1902-03	3,392,252
1883-84	654,673	1903-04	2,788,772
1884-85	734,902	1904-05	3,317,910
1885-86	849,800	1905-06	2,924,226
1886-87	1,018,395	1906-07	2,231,864
1887-88	1,219,035	1907-08	4,567,245
1888-89	1,256,158	1908-09	4,727,268
1889-90	2,610,202	1909-10	7,074,042
1890-91	2,890,921	1910-11	5,080,848
1891-92	3,776,677	1911-12	5,206,440
1892-93	1,514,619	1912-13	6,530,920
1893-94	1,304,684	1913-14	6,419,560
1894-95	1,036,384	1914-15	5,011,840
1895-96	1,064,385		

1906-7, nine months only.

TABLE showing the quantity of Lumber in feet carried during each year over the Intercolonial railway since July 1, 1876.

Year.	Feet.	Year.	Feet.
1876-77	50,096,474	1896-97	243,355,725
1877-78	56,626,547	1897-98	354,093,816
1878-79	55,626,696	1898-99	306,554,031
1879-80	55,462,651	1899-1900	379,350,074
1880-81	72,841,388	1900-01	396,858,964
1881-82	78,356,418	1901-02	428,051,029
1882-83	104,633,417	1902-03	459,231,589
1883-84	131,120,948	1903-04	465,379,803
1884-85	138,493,675	1904-05	518,434,310
1885-86	117,186,512	1905-06	572,878,600
1886-87	161,801,763	1906-07	452,602,703
1887-88	157,755,272	1907-08	754,759,383
1888-89	199,507,777	1908-09	571,395,101
1889-90	210,886,071	1909-10	677,805,611
1890-91	184,188,324	1910-11	647,327,499
1891-92	175,474,340	1911-12	656,418,588
1892-93	181,211,013	1912-13	830,654,000
1893-94	200,507,919	1913-14	1,000,849,630
1894-95	202,247,269	1914-15	558,730,900
1895-96	226,332,715		

1906-7, nine months only.

TABLE showing the number of Live Stock carried during each year over the Intercolonial railway since July 1, 1876.

Year.	Number.	Year.	Number.
1876-77	34,414	1896-97	72,082
1877-78	46,498	1897-98	89,301
1878-79	47,584	1898-99	109,821
1879-80	70,990	1899-1900	92,813
1880-81	61,574	1900-01	95,923
1881-82	73,479	1901-02	98,495
1882-83	68,338	1902-03	127,060
1883-84	60,090	1903-04	113,006
1884-85	70,785	1904-05	110,670
1885-86	74,498	1905-06	106,589
1886-87	82,896	1906-07	97,381
1887-88	98,302	1907-08	99,824
1888-89	85,960	1908-09	104,165
1889-90	80,771	1909-10	106,712
1890-91	95,529	1910-11	113,976
1891-92	87,889	1911-12	115,189
1892-93	93,369	1912-13	119,490
1893-94	78,203	1913-14	98,207
1894-95	72,106	1914-15	163,800
1895-96	64,051		

1906-7, nine months.

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TABLE showing the number of Tons of Ocean-borne goods to and from Europe carried over the Intercolonial railway during each year from July 1, 1876, to March 31, 1915.

Year.	Via Ste. Rosalie to and from the West.	Via Montreal to and from the West.	Via St. John to and from the West.	To and from Local Stations.	Total.
1876-77					
1877-78		14,949		3,405	18,354
1878-79		21,628		2,643	24,271
1879-80		21,073		4,952	26,025
1880-81		15,454		3,334	18,788
1881-82		21,607		4,168	25,775
1882-83		24,875		7,911	32,786
1883-84		19,696		6,533	26,229
1884-85		22,787		8,405	31,192
1885-86		13,464		8,216	21,680
1886-87		16,923		9,811	26,734
1887-88		41,864		8,878	50,742
1888-89		17,340		11,481	28,821
1889-90		9,895		11,730	21,625
1890-91		9,923		10,764	20,687
1891-92		9,716		23,835	33,571
1892-93		7,295		12,319	19,714
1893-94		3,023	204	13,455	16,682
1894-95		6,749	213	10,399	17,361
1895-96		3,767	314	16,748	20,829
1896-97		2,654	263	17,239	20,156
1897-98		5,950	1,637	18,633	26,220
1898-99		2,462	243	31,555	34,263
1899-1900		6,880	307	37,108	39,794
1900-01	322	7,780	1,142	155,514	163,838
1901-02	1,106	11,925	1,528	172,733	183,147
1902-03	817	21,377	1,194	124,695	138,631
1903-04	2,079	15,325	2,994	146,070	174,520
1904-05	284	17,217	3,683	85,853	105,149
1905-06	2,026	15,922	5,337	128,462	153,042
1906-07	1,384	16,652	436	110,447	128,219
1907-08	2,440	16,652	519	134,541	154,052
1908-09	2,487	23,402	649	119,913	146,451
1909-10	2,367	21,064	5,818	131,273	160,522
1910-11	7,220	27,607	6,927	130,776	172,530
1911-12	9,911	63,544	8,777	213,579	295,811
1912-13	13,144	74,870	11,114	192,012	291,140
1913-14	16,424	58,083	45,776	123,964	244,247
1914-15	22,819	64,764	15,252	191,130	296,965

1906-7, nine months.

TABLE showing the number of Tons of Raw and Refined Sugar carried over the Intercolonial railway during each year from July 1, 1876.

Year.	Raw Sugar.					Refined Sugar.				
	Via Ste. Rosalie.	To Montreal for West.	To St. John for West.	To Local Stations	Total.	To Ste. Rosalie for West.	To Montreal for West.	To St. John for West.	To Local Stations	Total.
	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.
1876-77		340			340					
1877-78		186			186					
1878-79		1,041			1,041					
1879-80		12,220			12,220					
1880-81		13,862			13,862		4,022		2,902	6,924
1881-82		13,256		1,290	15,546		7,146		3,607	10,753
1882-83		9,465		508	9,973		11,126		5,497	16,623
1883-84		13,778		3,068	16,846		14,543		7,265	21,808
1884-85		10,381		3,661	14,042		18,024		8,445	26,469
1885-86		4,394		3,988	8,392		7,674		5,858	13,518
1886-87		20,450		8,500	28,950		15,044		8,395	23,439
1887-88		14,320		14,085	28,405		21,641		7,133	28,774
1888-89		24,358		7,160	31,518		12,955		11,120	24,075
1889-90		6,390		8,913	16,303		6,778		6,125	12,903
1890-91		5,088	4,670	8,215	17,973		10,130	468	5,096	16,594
1891-92		7,142	3,960	10,535	21,637		12,633	7,647	12,414	32,721
1892-93				10,137	10,137		8,327	6,456	7,840	22,623
1893-94				6,775	6,775		17,729	6,967	8,885	33,581
1894-95				10,342	10,342		13,351	15,819	4,695	33,865
1895-96				9,824	9,824		15,138	13,734	11,309	40,181
1896-97				4,925	4,925		5,694	8,069	6,957	20,720
1897-98							6,624	8,821	10,989	26,534
1898-99							8,138	2,183	15,833	26,164
1899-1900		96			96		9,795	257	19,655	29,907
1900-01		489			489	403	14,791	12	10,615	25,821
1901-02		90		11,553	11,643	3,101	9,831	861	18,839	29,632
1902-03		194		17,137	17,331	3,183	5,763	1,636	20,529	31,111
1903-04	357	875		7,495	8,727	6,013	8,628	879	29,400	44,920
1904-05	602	600	78	1,495	15,684	1,446	7,107	224	23,937	31,764
1905-06		715	68	9,308	10,091	4,235	12,268	176	24,780	41,459
1906-07		394		14,671	15,065	1,998	5,898	2,374	13,927	24,197
1907-08		912		4,371	5,283	5,280	10,555	723	21,073	37,631
1908-09	6	1,705		6,817	8,528	5,095	8,906	979	21,527	36,507
1909-10	309	2,000		12,203	14,512	6,402	9,217	1,051	23,224	39,894
1910-11	532	1,293		24,166	25,991	6,326	9,368	947	25,026	41,667
1911-12	1,096	2,558		12,057	15,711	8,242	9,691	1,519	21,870	41,322
1912-13	1,380	14,030			15,410	8,678	9,640	1,422	23,684	43,424
1913-14	1,419	1,852		9,806	13,077	8,813	8,470	1,609	24,388	43,280
1914-15	2,053	1,998		5,894	9,945	10,333	11,331	861	30,399	52,924

1906-7, nine months only.

SESSIONAL PAPER No. 20

TABLE showing the number of Tons of Fresh and Salt Fish carried over the Intercolonial railway during each year since 1876.

Year.	Fresh Fish.					Salt Fish.				
	Via Ste. Rosalie.	Via Montreal	Via St. John	To Local Stations	Total.	Via Ste. Rosalie.	Via Montreal	Via St. John	To Local Stations	Total.
	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.
1876-77		530	921	527	1,978		551	1,848	802	3,201
1877-78		596	1,015	474	2,085		898	1,644	805	3,346
1878-79		471	1,336	817	2,624		988	1,038	1,048	2,974
1879-80		519	1,462	453	2,334		1,612	2,238	959	4,809
1880-81		498	1,879	920	3,297		1,418	937	1,051	4,406
1881-82		475	1,919	967	3,951		4,031	1,066	2,487	7,584
1882-82		542	384	393	1,319		3,229	759	1,354	5,412
1883-84		838	1,682	412	2,932		1,322	1,143	1,224	3,689
1884-85		1,062	1,885	484	3,431		3,563	3,600	1,596	8,759
1885-86		1,669	1,655	902	4,216		1,680	3,047	3,376	7,103
1886-87		1,278	1,572	2,008	4,859		3,236	569	1,747	5,552
1887-88		1,533	1,477	1,031	4,041		2,617	470	1,099	4,193
1888-89		2,474	2,000	1,870	6,344		3,070	7,746	2 994	13,810
1889-90		2,335	1,787	2,111	6,223		2,449	847	3,288	6,584
1890-91		2,029	2,788	1,848	6,665		1,955	1,917	3,236	7,106
1891-92		1,367	1,746	547	3,660		1,946	928	1,889	4,763
1892-93		1,683	1,875	3,340	6,898		3,262	1,811	2,176	7,249
1893-94		1,959	2,192	2,224	6,375		2,921	1,814	2,962	7,697
1894-95		2,006	3,726	1,160	6,892		2,075	1,849	5,285	10,209
1895-96		1,966	3,059	1,316	6,344		1,863	1,087	2,791	5,741
1896-97		3,307	3,115	1,286	7,708		2,158	1,176	2,536	5,889
1897-98		3,575	3,703	1,052	8,330		1,729	1,066	2,210	5,005
1898-99		1,210	2,070	3,305	5,583		1,651	1,198	3,625	5,474
1890-1900		2,547	2,706	3,686	8,939		2,421	1,563	2,658	6,643
1900-01	37	2,009	3,207	4,125	9,393	860	3,416	1,346	4,643	9,768
1901-02	219	3,013	4,373	5,477	13,082	283	3,250	1,413	5,196	10,042
1902-03	149	2,269	3,040	4,842	10,289	493	2,808	1,615	6,579	11,495
1904-05	779	1,939	3,588	5,002	11,068	225	2,359	564	5,848	8,996
1905-06	284	2,748	2,439	7,706	13,177	683	2,740	346	6,994	10,763
1906-07	320	2,882	3,712	7,400	14,314	307	3,159	416	6,348	10,227
1907-08	199	3,288	1,353	6,224	11,061	661	2,856	1,976	7,034	12,527
1908-09	312	2,965	2,794	6,946	13,017	668	4,078	1,632	4,866	11,244
1909-10	547	3,965	2,616	6,525	14,110	697	3,759	806	6,706	14,868
1910-11	1,216	4,300	2,733	6,161	14,110	893	3,590	1,993	9,130	15,546
1911-12	1,476	4,213	1,917	6,686	14,292	4,250	4,060	425	10,108	18,843
1912-13	1,490	4,572	3,928	7,294	17,284	909	5,795	2,902	8,529	18,135
1913-14	2,424	4,424	3,435	9,361	19,744	1,242	5,503	1,657	7,810	16,212
1914-15	2,183	3,746	1,180	9,904	17,013	2,549	6,771	452	9,246	19,018

1906-07, nine months only.

WINDSOR BRANCH.

This road has heretofore been operated by the Dominion Atlantic Railway Company (formerly the Windsor and Annapolis Railway Company) under an agreement which covers also running powers over the Intercolonial railway betweeen Windsor Junction and Halifax; the company retaining two-thirds of the gross earnings and the Government receiving one-third of the gross earnings for maintaining the way and works. Under date the 1st of January, 1914, a new lease was entered into with the company, subject to ratification by Parliament, to be valid for a period of 99 years from that date, the rental to be $22,500 a year.

Year.	Miles in operation.	One-third gross earnings.	Proportion credited to line Windsor Junction to Halifax.	Proportion credited to the Windsor Branch.	Maintenance Expenses.	Profit.	Loss.
		$ cts.	$ cts	$ cts.	$ cts.	$ cts.	$ cts.
1880-81	32	28,434 29	7,217 76	21,216 53	20,502 26	714 27	
1881-82	32	28,461 07	7,407 88	21,052 19	13,090 55	7,953 64	
1882-83	32	31,199 77	8,095 88	24,113 89	23,103 93	1,009 96	
1883-84	32	30,428 39	7,409 46	23,018 93	22,110 86	878 07	
1884-85	32	32,246 30	7,794 95	24,451 35	18,751 96	5,699 39	
1885-86	32	31,185 63	7,527 52	23,658 11	19,229 49	4,428 62	
1886-87	32	33,564 58	8,237 00	25,327 58	26,042 33	.....	714 75
1887-88	32	32,242 85	6,689 39	24,553 55	24,040 33	513 22	
1888-89	32	37,313 43	8,941 32	28,372 11	20,856 50	7,515 61	
1889-90	32	39,544 19	9,381 73	30,162 46	18,982 82	11,179 64	
1890-91	32	39,519 56	9,284 48	38,508 35	28,931 71	1,303 42	
1891-92	32	42,891 23	9,382 38	30,235 13	19,514 37	13,991 48	
1892-93	32	43,901 28	9,585 17	34,316 11	16,889 95	17,426 16	
1893-94	32	41,834 70	8,859 23	32,975 47	17,645 09	15,330 38	
1894-95	32	50,703 81	11,626 20	39,077 64	14,640 07	24,437 57	
1895-96	32	47,456 74	10,894 91	36,561 82	16,476 46	20,085 37	
1896-97	32	54,208 81	13,605 58	40,603 23	10,821 04	29,782 19	
1897-98	32	48,892 21	11,665 57	37,226 64	18,181 09	14,045 01	
1898-99	32	56,314 51	13,840 48	42,474 04	12,873 06	29,600 94	
1899-1900	32	62,266 61	14,925 18	47,351 43	12,891 56	34,459 87	
1900-01	32	62,523 20	15,261 31	47,261 89	16,862 66	30 399 23	
1901-02	32	65,315 38	15,710 79	49,604 59	16,376 27	33,228 32	
1902-03	32	56,417 38	13,856 57	42,560 81	17,843 19	24,717 62	
1903-04	32	72,708 54	19,074 49	53,634 05	24,281 09	29,352 96	
1904-05	32	66,798 46	16,759 79	50,038 67	26,863 16	23,175 51	
1905-06	32	65,936 66	16,484 16	49,452 50	17,485 97	31,966 53	
1906-07	32	61,597 30	16,156 78	45,440 52	15,425 32	30,015 20	
1907-08	32	76,471 58	20,041 17	56,430 41	37,912 11	18,518 20	
1908-09	32	75,781 80	19,750 47	56,031 33	36,231 55	19,796 78	
1909-10	32	81,861 73	21,207 75	60,653 98	23,549 90	37,104 08	
1910-11	32	64,781 89	16,590 46	48,191 43	17,797 98	30,393 45	
1911-12	32	99,996 10	26,819 50	73,176 60	33,854 05	39,322 55	
1912-13	32	93,235 40	24,988 70	68,246 70	29,970 62	38,276 08	
1913-14	32	85,277 77	23,710 25	61,517 52	26,486 98	35,030 54	
1914-15	32	Leased to the Dominion Atlantic Railway Company at an annual rental of $22,500.					

1906-07—nine months only.

PRINCE EDWARD ISLAND RAILWAY.

The following table shows the working expenses, the gross and net earnings, the tons of freight and number of persons carried each year since June 30, 1875, when the road was first opened for traffic:—

Year.	Miles in operation	Working expenses.	Gross earnings.	Loss.	Tons of freight carried.	No. of passengers carried.
		$ cts.	$ cts.	$ cts.		
1875-76	199	214,930 43	118,060 96	96,869 47	28,358	93,964
1876-77	199	228,595 25	130,664 92	97,930 33	41,039	93,478
1877-78	199	221,599 46	135,899 60	85,699 89	38,668	111,428
1878-79	199	223,313 12	125,855 99	97,457 21	38,923	105,046
1879-80	199	164,640 55	113,851 11	50,789 44	37,208	90,533
1880-81	199	228,259 97	137,267 54	90,922 43	48,315	118,436
1881-82	199	252,808 41	146,170 42	106,637 99	51,920	117,162
1882-83	199	236,428 13	144,504 12	91,924 01	51,841	118,988
1883-84	211	211,207 01	158,588 06	52,618 95	57,346	130,423
1884-85	211	216,744 34	155,584 36	61,159 98	57,913	120,374
1885-86	211	204,237 37	155,303 37	48,934 00	63,589	103,067
1886-87	211	229,639 95	158,365 62	71,276 33	59,603	131,246
1887-88	211	247,559 44	171,369 56	76,189 89	55,682	152,780
1888-89	211	266,485 85	160,971 78	105,524 07	52,604	133,099
1889-90	211	257,990 08	174,258 05	83,732 03	59,511	145,508
1890-91	211	289,706 38	157,442 69	132,263 69	51,065	139,389
1891-92	211	226,422 17	162,690 42	63,731 75	56,718	132,111
1893-94	211	226,891 06	158,533 83	68,857 23	53,577	123,727
1894-95	211	232,105 19	149,654 71	83,250 41	48,325	125,089
1895-96	211	225,138 56	146,476 54	78,662 02	46,395	122,586
1896-97	211	240,489 90	153,443 13	87,046 77	52,151	131,498
1897-98	211	231,418 74	158,950 61	72,468 13	57,539	156,510
1898-99	211	218,053 01	165,021 03	53,040 98	57,968	129,667
1899-1900	211	220,931 81	174,738 73	46,193 08	62,227	147,471
1900-01	211	261,766 24	193,833 48	67,882 76	73,696	157,793
1901-02	210	270,159 97	197,999 97	72,160 00	74,381	184,748
1902-03	209	269,737 82	217,714 24	41,923 58	80,582	205,265
1903-04	209	335,695 44	234,390 03	101,305 41	86,286	224,517
1904-05	209	370,464 44	217,330 61	153,133 83	75,969	235,194
1905-06	261	294,253 16	257,270 57	36,982 59	87,162	371,092
1906-07	267	282,148 50	215,534 97	67,713 53	67,144	232,256
1907-08	267	399,947 79	304,579 83	95,367 96	97,250	317,828
1908-09	267·5	400,330 00	311,319 63	69,010 78	106,090	332,758
1909-10	267·5	427,283 73	319,074 74	108,208 99	105,741	251,038
1910-11	267·5	424,104 00	337,419 55	86,681 45	108,263	356,761
1911-12	267·5	449,962 91	367,203 39	82,759 52	120,218	388,076
1912-13	267·5	489,972 34	389,474 07	100,498 27	122,784	433,888
1913-14	275·2	571,415 37	409,616 74	161,798 63	115,751	415,739
1914-15	275·2	598,226 97	415,495 44	182,731 53	125,272	423,496

1906-7, nine months only.

CANALS.

STATEMENT showing the total cost of construction of the individual Dominion canal works and connecting waters, up to March 31, 1915.

Route from Montreal to Lake Superior.

—	Original Construction.	Enlargement of Canals.	Improvements to St. Lawrence River and Lakes.	Totals.
	$ cts.	$ cts.	$ cts.	$ cts.
Lachine Canal	2,589,532 85	11,387,717 10		13,977,249 95
Lake St. Louis			298,176 11	298,176 11
Soulanges Canal	7,870,284 74			7,870,284 74
Beauharnois Canal	1,636,690 26			1,636,690 26
Lake St. Francis			75,906 81	75,906 71
Cornwall Canal	1,945,624 73	5,300,679 48		7,246,304 21
Williamsburg Canal	1,320,655 54	13,896 26		1,334,551 80
Farrans Point Canal		877,090 57		877,090 57
Rapide Plat Canal		2,158,242 00		2,158,242 00
Galops Canals		6,121,213 70		6,121,213 70
Galops Rapids			1,039,895 65	1,039,895 65
St. Lawrence River and reaches			711,238 93	711,238 93
North Channel			1,718,778 83	1,718,778 83
Murray Canal	1,248,946 71			1,248,946 71
Welland Canal	7,693,824 03	21,854,424 09		29,548,248 12
Sault Ste. Marie Canal	4,994,372 51			4,994,372 51
Totals	29,299,931 37	47,713,263 20	3,843,996 23	80,857,190 80

Route from Lachine to Ottawa.

—	Original Construction.	Enlargement.	Total.
	$ cts.	$ cts.	$ cts.
Ste. Anne's Lock	134,456 51	1,035,759 12	1,170,215 63
Carillon and Grenville Canals*	*63,053 64	4,119,039 32	4,182,092 96
Culbute Canal (superseded)	382,391 16		382,391 46
Total	579,901 61	5,154,798 44	5,734,700 05

*Construction by the Imperial Government is not included. Records relating to same were kept in Ordnance Office, Montreal, and were destroyed by fire in 1852.

Route from Ottawa to Kingston.

—	Original Construction.	Enlargement.	Total.
	$ cts.	$ cts.	$ cts.
Rideau Canal	4,084,323 37	83,130 84	4,167,454 21
Tay Canal	489,599 23		489,599 23
Total	4,573,922 60	83,130 84	4,657,053 44

Route from St. Johns, P.Q., to Sorel.

—	Original Construction.	Enlargement.	Total.
	$ cts.	$ cts.	$ cts.
Chambly Canal	637,056 76	94,639 76	731,696 52
St. Ours Lock	121,537 65	5,690 91	127,228 56
Total	758,594 41	100,330 67	858,925 08

Route from Lake Ontario to Georgian Bay.

—	Original Construction,	Enlargement.	Total.
	$ cts.	$ cts.	$ cts.
Trent Canal	14,612,735 30	.....	14,612,735 30
Total	14,612,735 30	....	14,612,735 30

Route from Atlantic Ocean to Bras d'Or Lakes.

—	Original Construction.	Enlargement.	Total.
	$ cts	$ cts.	$ cts.
St. Peter's Canal—Cape Breton	248,762 84	399,784 30	648,547 14
Total	248,762 84	*399,784 30	648,547 14

*This amount is expenditure on Capital Account, up to 1896 included. A further sum of $176,049.05 has been expended since April 1st, 1911, on income account.

COMPARATIVE STATEMENT of Tons of Freight which passed through the canals in seasons of 1913 and 1914.

Name of Canal.	Season of 1913.	Season of 1914.	Number of trips of vessels.	
			Season of 1913.	Season of 1914.
	Tons.	Tons.		
Sault Ste. Marie	42,699,324	27,549,184	8,285	5,977
Welland	3,570,714	3,860,969	3,229	3,692
St. Lawrence	4,302,427	4,391,493	11,656	10,245
Chambly	555,602	436,905	3,197	2,694
St. Peter's	71,514	54,180	1,337	1,200
Murray	180,576	83,907	1,277	971
Ottawa	365,438	335,132	2,938	2,472
Rideau	171,223	151,739	2,820	2,635
Trent	55,800	67,715	3,666	3,647
St. Andrew's*	81,295	12,013	988	334
Total	52,053,913	37,023,237	39,393	33,867

*This is a lock and dam on the Red River, between Winnipeg and Lake Winnipeg, built and operated by the Department of Public Works.

TABLE showing the dates of opening and closing of the canals for the season of 1914.

		Navigation Opened 1914.	Navigation Closed 1914.
Lachine		April 27	December 8
Soulanges		" 27	" 5
Grenville		" 29	November 28
Carillon		" 29	" 28
Ste. Anne's		" 27	December 3
Chambly		May 1	" 1
St. Ours		" 1	November 30
Cornwall		April 27	December 12
Williamsburg	Farrans Point	" 27	" 14
	Rapide Plat	" 27	" 14
	Galops	" 23	" 14
Murray		" 21	" 8
Welland		" 15	" 18
Sault Ste Marie		" 20	" 14
Rideau	At Ottawa	May 1	November 30
	At Kingston	" 1	" 17
Trent	Hastings to Rice Lake	April 7	" 28
	Rice Lake to Peterborough	" 25	December 5
	Peterborough to Lakefield	May 13	November 19
	Peterborough to Lift Lock	" 13	" 7
	Lakefield to Bobcaygeon	April 29	" 19
	Bobcaygeon to Rosedale	May 12	" 19
	Kirkfield to Lake Simcoe	" 11	" 10
	Kirkfield Lift Lock	" 11	October 29
	Lake Simcoe to Orillia	" 1	November 17
	Scugog River and Lindsay Lock	April 15	" 18
St. Peter's		" 29	December 26

PART IX

ACTS AUTHORIZING RAILWAY SUBSIDIES

IN FORCE MARCH 31, 1915

2 GEORGE V.

CHAP. 7.

An Act to aid the construction of the Canadian Northern Alberta Railway.

[*Assented to 1st April, 1912.*]

Preamble. WHEREAS, by chapter 6 of the statutes of 1910, authority was given to the Governor in Council to aid and assist the construction of the line of railway of the Canadian Northern Alberta Railway Company, hereinafter called "the Company," by guaranteeing the principal and interest of the bonds, debentures, debenture stock or other securities of the Company to the extent of thirteen thousand dollars per mile for the first fifty miles of the line so aided, and for the remainder of the said line to an amount of twenty-five thousand dollars per mile, not exceeding in all one hundred and fifty miles, as in the said Act set out, and the Governor in Council, pursuant to the said authority, has granted such aid accordingly; and whereas the Company has authority, under the said Act, to construct and operate a line of railway from a point at or near Edmonton or Strathcona to a point in the province of British Columbia in or near the Yellowhead Pass, and fifty miles west of the boundary of the said province: Therefore His Majesty, by and with the advice and consent of the Senate and House of Commons of Canada, enacts as follows:—

Short title. **1.** This Act may be cited as *The Canadian Northern Alberta Railway Aid Act, 1912.*

Aid authorized. **2.** His Majesty on behalf of the Dominion of Canada, hereinafter called "the Dominion," may aid and assist the construction and completion of a line of railway of the Company extending from a point on the line of the railway

Line of railway aided.

of the Company one hundred and fifty miles westerly from St. Albert, thence in a westerly direction to the boundary of the province of British Columbia at or in the Yellowhead Pass, for a distance not exceeding one hundred and fifteen miles. by guaranteeing the principal and interest of the bonds, debentures, debenture stocks and other securities, hereinafter called "securities," secured as hereinafter mentioned, of the Company, to the extent of thirty-five thousand dollars per mile of the said line of railway so aided, not exceeding in all one hundred and fifteen miles; the interest upon the said securities to be paid at the rate of three and one-half per cent per annum, payable half yearly, the principal to be payable in fifty years from the passing of this Act.

Nature of aid.

Interest.

Maturity of principal.

Security.

3. The said securities so guaranteed shall be secured by a deed or deeds of trust by way of mortgage or charge to a trustee or trustees, approved of by the Governor in Council, and such deed or deeds of trust shall respectively grant a first mortgage or charge upon the said line of railway so aided, and the right of way, station grounds, or other real estate and interest therein, buildings and other structures and improvements, rolling stock and equipment, plant, machinery, tools, supplies, materials and other personal properties, present and future, acquired for the purposes of the said line so aided, and in connection with operating, repairing and maintaining it, and the tolls, incomes and revenues of the Company arising and to arise from the said line, and the rights, privileges, franchises and powers of the Company now or hereafter held with respect to and in connection with the said line and the operation, maintenance and repair thereof.

First mortgage.

Nature of securities, and form of trust deed.

4. The kind of securities to be guaranteed as aforesaid, and the forms thereof, and the form and terms of the deed or deeds of trust securing them, and the times and manner of the issue of securities and the disposition of the moneys to be raised thereon by sale, pledge or otherwise, pending the expenditure of such moneys for the purposes of the line of railway so aided, and the forms and manner of guarantee, shall be such as the Governor in Council approves, and such terms, provisions and conditions may be included in such deed or deeds of trust as the Governor in Council deems expedient or necessary.

Signature to guarantees.

5. The said guarantee shall be signed by the Minister of Finance, or such officer as is designated by the Governor in Council to sign it; and upon being so signed the Dominion shall become liable as guarantor for the payment of the principal and interest of the securities so guaranteed, according

Effect.

according to the tenor thereof, and the said payment shall form a charge upon the Consolidated Revenue Fund.

Liability of Dominion discharged by payments

6. Any moneys paid by the Dominion under any guarantee herein provided for shall be held to be paid in discharge of the liability of the Dominion and not in discharge of the liability of the Company under the securities so guaranteed, or under any deed of trust securing them, and the moneys so paid shall be held to be still secured by the said securities and deed of trust, and the Dominion shall be subrogated in and to all the rights of the holders of such securities, the interest upon or the principal of which has been paid by the Dominion, and the Dominion shall, with respect to all moneys so paid, be in all respects in the position of security holders with respect to whose securities default has been made in payment to the extent of the moneys paid by the Dominion.

Length of lines.

7. The decision of the Governor in Council as to the length of the mileage of the said line of railway so to be aided shall, for the purposes of this Act, be final.

Inspection of books.

8. The books of the Company shall at all times be open for inspection for and on behalf of the Dominion by any person named in that behalf by the Governor in Council or the Minister of Finance.

Guarantee by Canadian Northern Railway.

9. The Canadian Northern Railway Company shall, by guarantee included in the said deed or deeds of trust, or in some other instrument agreed to by the Governor in Council or the Minister of Finance and the last named company, in such form as the Governor in Council approves, guarantee to the Dominion the due payment by the Company of the principal and interest of all securities issued and guaranteed under the provisions of this Act, according to the tenor and effect of such securities respectively, and in accordance with the terms of the said deed or deeds of trust, and shall also guarantee to the Dominion the due payment by the Company of all loss or costs which the Dominion may sustain or be put to in enforcing, after default, the provisions of the said deed or deeds of trust against the line of railway and premises thereby mortgaged and charged.

Principal and interest.

Costs of default.

Standard of construction.

10. The line hereby aided, as set forth or described in section 2 of this Act, shall be constructed and completed according to the following specifications:—

Bridges.

Bridges over rivers and large streams are to be of concrete and steel construction and to be built to the classification of the Heavy Standard Specification of the Department of Railways and Canals, dated one thousand nine hundred and eight.

Trestles. Culverts. Bridges of pile or frame trestle may be constructed over small streams which can be taken care of by culverts, such culverts to be constructed within a reasonable time after the line is put in operation, of which time the Governor in Council shall be the sole judge.

Rails. The line of railway shall be laid with steel rails, not less than eighty pounds to the lineal yard, with standard fastenings.

Curves and grades. The maximum curvature shall not be of less radius than seven hundred and sixteen feet, and the grades against east bound traffic shall not exceed five-tenths of one per cent, or 26·40 feet per mile; or six-tenths of one per cent, or 31·68 feet per mile, against west-bound traffic; provided that under exceptional conditions, with the consent of the Governor in Council, less radius of curvature and heavier grades may be allowed, on the recommendation of the chief engineer of the Department of Railways and Canals, approved by the Minister of Railways and Canals, but in no case shall the curvature exceed five hundred and seventy-three feet radius, or the gradients exceed 52·80 feet to the mile.

2 GEORGE V.

CHAP. 8.

An Act respecting aid toward the construction of the Canadian Northern Alberta Railway.

[*Assented to 1st April, 1912.*]

HIS Majesty, by and with the advice and consent of the Senate and House of Commons of Canada, enacts as follows:—

Short title.

1. This Act may be cited as *The Canadian Northern Alberta Railway Act, 1912.*

Aid to company may be applied to new line.

2. The aid and assistance which, under *The Canadian Northern Alberta Railway Act, 1910,* (hereinafter called "the said Act"), the Governor in Council was authorized to give to the Canadian Northern Alberta Railway Company (hereinafter called "the Company") in respect of the construction of the one hundred and fifty miles of the line of railway therein described (hereinafter called "the old line") may, notwithstanding anything in the said Act, be applied to the first one hundred and fifty miles of the Company's line of railway at present constructed or located running from St. Albert, in the province of Alberta, in a generally westerly direction toward the Yellowhead Pass, such last mentioned one hundred and fifty miles being herein referred to as "the new line."

Execution of mortgage.

3. The Governor in Council may cause to be executed by the Minister of Finance, or such other officer as the Governor in Council may designate, an instrument, in form approved by the Governor in Council, supplementary to the deed of trust, by way of mortgage or charge, made under the authority of the said Act and dated the twenty-second

day of March one thousand nine hundred and eleven, (herein called the original mortgage), for the purpose of giving effect to the provisions of this Act.

Securities already issued to be a charge on new line.

4. Upon the execution of such instrument by the Company and the Minister of Finance, or the other person as aforementioned, the securities issued under the original mortgage shall form a charge upon the new line instead of upon the old line, and the proceeds of the guaranteed securities issued under the original mortgage shall thereupon be applied in and toward the construction of the new line.

Trustees to execute.

5. The trustees of the original mortgage shall concur with the Company and the Governor in Council in executing, or causing to be executed, the supplementary instrument aforementioned.

Amendment of contract for construction.

6. Upon the passing of this Act the contract made between His Majesty the King and the Company, dated the second day of September, one thousand nine hundred and eleven, in respect of the construction of the line of railway aided under the said Act may be amended by the parties thereto so as to provide for the construction and completion of the new line instead of the line therein mentioned, and the several parties to the said contract and to the original mortgage are hereby authorized and empowered to execute the several documents and make the several amendments necessary to carry into effect the intent of this Act.

2 GEORGE V.

CHAP. 9.

An Act to authorize the granting of a Subsidy to the Canadian Northern Pacific Railway Company in aid of the construction of the railway therein mentioned.

[*Assented to 1st April, 1912.*]

HIS Majesty, by and with the advice and consent of the Senate and House of Commons of Canada, enacts as follows:—

Short title.

1. This Act may be cited as *The Canadian Northern Pacific Railway Aid Act.*

Subsidy authorized.

2. The Governor in Council may grant a subsidy of twelve thousand dollars per mile to the Canadian Northern Pacific Railway Company towards the construction of a railway from a point at Yellowhead Pass to Vancouver and the mouth of the Fraser river, not exceeding five hundred and twenty-five miles.

Manner and conditions of payment.

3. The said subsidy shall be payable out of the Consolidated Revenue Fund of Canada and may, at the option of the Governor in Council, on the report of the Minister of Railways and Canals, be paid as follows:—

(*a*) upon the completion of the work subsidized; or,

(*b*) by instalments, on the completion of each ten-mile section of the railway, in the proportion which the cost of such completed section bears to that of the whole work undertaken; the cost for the purposes of this paragraph to be determined by the Governor in Council; or,

(*c*) upon the progress estimates on the certificate of the chief engineer of the Department of Railways and

and Canals that in his opinion, having regard to the whole work undertaken and the aid granted, the progress made justifies the payment of a sum not less than thirty thousand dollars; or,

(*d*) with respect to (*b*) and (*c*), part one way part the other.

Time for construction limited.

4. The said railway, unless already commenced, shall be commenced within two years from the first day of August, nineteen hundred and twelve, and completed within a reasonable time, not to exceed four years from the said first day of August, to be fixed by the Governor in Council, and shall be constructed according to descriptions, conditions and specifications approved by the Governor in Council on the report of the Minister of Railways and Canals, and specified in a contract between the said Company and the said Minister, which contract the Minister, with the approval of the Governor in Council, is hereby empowered to make. The location of the said railway shall be subject to the approval of the Governor in Council.

Contract for construction.

Location.

Transportation of Government supplies, etc.

5. The said Company, its successors and assigns, and any person or company controlling or operating the said railway or portion thereof, shall each year furnish to the Government of Canada transportation for men, supplies, materials and mails over the portion of the railway in respect of which it has received such subsidy, and, whenever required, shall furnish mail cars properly equipped for such mail service; and such transportation and service shall be performed at such rates as are agreed upon between the Minister of the Department of the Government for which such service is being performed and the company performing it, and in case of disagreement then at such rates as are approved by the Board of Railway Commissioners for Canada; and in or towards payment for such charges the Government of Canada shall be credited by the saidCompany with a sum equal to three per cent per annum on the amount of the subsidy received by the Company under this Act.

Production of accounts.

6. As respects the railway for which such subsidy is granted the Company at any time owning or operating it shall, when required, produce and exhibit to the Minister of Railways and Canals, or any person appointed by him, all books, accounts and vouchers, showing the cost of constructing the railway, the cost of operating it, and the earnings thereof.

Canadian steel rails, materials, and rolling stock.

7. The Governor in Council may make it a condition of the granting of the subsidy herein provided that the said Company shall lay the railway with new steel rails and fastenings made in Canada, and shall purchase all materials and

and supplies required for the construction of the railway, and the rolling stock for the first equipment of the railway, from Canadian producers, if such rails, fastenings, materials, supplies and equipment are procurable in Canada of suitable quality and upon terms as favourable as elsewhere, of which the Minister of Railways and Canals shall be the judge.

2 GEORGE V.

CHAP. 48.

An Act to authorize the granting of Subsidies in aid of the construction of the railways and bridges therein mentioned.

[*Assented to 1st April, 1912.*]

HIS Majesty, by and with the advice and consent of the Senate and House of Commons of Canada, enacts as follows:—

Short title.

1. This Act may be cited as *The Railway Subsidies Act, 1912.*

Subsidies for railways.

2. The Governor in Council may grant a subsidy of $3,200 per mile towards the construction of each of the undermentioned lines of railway (not exceeding in any case the number of miles hereinafter respectively stated) which shall not cost more on the average than $15,000 per mile for the mileage subsidized, and towards the construction of each of the said lines of railway, not exceeding the mileage hereinafter stated, which shall cost more on the average than $15,000 per mile for the mileage subsidized, a further subsidy beyond the sum of $3,200 per mile of fifty per cent on so much of the average cost of the mileage subsidized as is in excess of $15,000 per mile, such subsidy not exceeding in the whole the sum of $6,400 per mile:—

1. For a line of railway from Liverpool, via Milton, to Caledonia, Nova Scotia, in lieu of the subsidy granted by chapter 40 of 1907, section 1, item 5; not exceeding 30 miles.

2. For a line of railway from St. John to Grand Falls, New Brunswick, exclusive of a railway bridge across the

Kennebecasis River, at or near Perry Point, and two railway bridges across the St. John River, one at or near Mistake and one at or near Andover; in lieu of the subsidy granted by chapter 51 of 1910, section 1, item 12; not exceeding 228 miles.

3. To the L'Avenir and Melbourne Railway Company for a line of railway from Melbourne to Drummondville, in lieu of the subsidy granted by chapter 51 of 1910, section 1, item 22; not exceeding 28 miles.

4. To the Ha Ha Bay Railway Company for the following lines of railway:—

(*a*) from a point on the Quebec and Lake St. John Railway in the township of Jonquières, at or near St. Mathias, to Ha Ha Bay; not exceeding 20 miles;

(*b*) from Labrosse Junction to the Saguenay River, northerly through the town of Chicoutimi; not exceeding 5 miles;

(*c*) from La Terrière Junction, southerly, to Lake Kenogami, via La Terrière village; not exceeding 12 miles.

(*d*) from a point on the Ha Ha Bay Railway, at or near Bagotville village, easterly, to the village of St. Alexis; not exceeding 3 miles;

the said subsidies sub-items (*a*), (*c*) and (*d*) being granted in lieu of the subsidy granted by chapter 51 of 1910, section 1, item 27; and the subsidy sub-item (*b*) being granted in lieu of the subsidy granted by chapter 51 of 1910, section 1, item 19, sub-item (*g*); not exceeding in all 40 miles.

5. For a line of railway at or near Ste. Agathe des Monts station towards the township of Howard, in the county of Argenteuil, passing near Lake St. Joseph and St. Mary in a southerly direction, in lieu of the subsidy granted by chapter 63 of 1908, section 1, item 26; not exceeding 15 miles.

6. To the Interprovincial and James Bay Railway Company, for a line of railway from a point on the Lake Temiscamingue Colonization Railway at or near Timiskaming to or towards the De Quinze River; in lieu of the subsidy granted by chapter 43 of 1906, section 1, item 42; not exceeding 50 miles.

7. To the Canadian Northern Quebec Railway Company, for a line of railway from a point at or near Arundel to a point in the municipality of the united townships of Preston and Hartwell, in lieu of the subsidy granted by chapter 51 of 1910, section 1, item 17; not exceeding 30 miles.

8. To the Quebec and Saguenay Railway Company, for the following lines of railway:—

(*a*) from St. Joachim, northeasterly; not exceeding 62·8 miles;

(*b*) from a point 62.8 miles northeasterly from St. Joachim towards Seven Islands; not exceeding 107·2 miles;

the

the said subsidies being granted in lieu of the subsidy granted by chapter 51 of 1910, section 1, item 25; not exceeding in all 170 miles.

9. For a line of railway from a point at or near Montreal to a point at or near Mile 837 west of Moncton on the National Transcontinental Railway, in lieu of subsidy granted by chapter 51 of 1910, section 1, item 45; not exceeding 200 miles.

10. To the Algoma Central and Hudson Bay Railway Company, for the following lines of railway:—

(*a*) from Sault Ste. Marie to a point on the Canadian Pacific Railway between White River and Dalton stations in the district of Algoma; not exceeding 200 miles;

(*b*) from Michipicoten Harbour, Lake Superior, towards the main line of the Canadian Pacific Railway; not exceeding 25 miles;

(*c*) from a point on the Canadian Pacific Railway, northerly, towards the National Transcontinental Railway; not exceeding 50 miles;

the said subsidies being granted in lieu of the subsidies granted by chapter 51 of 1910, section 1, item 30; not exceeding in all 275 miles.

11. To the Algoma Eastern Railway Company (formerly the Manitoulin and North Shore Railway Company) for the following lines of railway:—

(*a*) from a point on the said company's line of railway between Little Current and Sudbury, westerly towards the Algoma Central and Hudson Bay Railway; not exceeding 76 miles;

(*b*) from a point at or near Sudbury, northerly; not exceeding 30 miles;

the said subsidies being granted in lieu of the subsidies granted by chapter 51 of 1910, section 1, item 29, sub-items (*a*) and (*c*) respectively; not exceeding in all 106 miles.

12. To the Tillsonburg, Lake Erie and Pacific Railway Company, for a line of railway from Ingersoll to Stratford, or to a point on the Grand Trunk Railway between Berlin and Stratford, in lieu of the subsidy granted by chapter 40 of 1907, section 1, item 12; not exceeding 35 miles.

13. To the Lac Seul, Rat Portage and Keewatin Railway Company, for a line of railway from a point at or near Kenora to the National Transcontinental Railway, in lieu of the subsidy granted by chapter 51 of 1910, section 1, item 32; not exceeding 22 miles.

14. To the Toronto, Lindsay and Pembroke Railway Company, for a line of railway from Golden Lake to Bancroft, in lieu of the subsidy granted by chapter 51 of 1910, section 1, item 38; not exceeding 51 miles.

15. To the Canadian Pacific Railway Company, for a line of railway from a point at or near Teulon to a point on the

the Icelandic River, in lieu of the subsidy granted by chapter 43 of 1906, section 1, item 27; not exceeding 35 miles.

16. To the Vancouver, Westminster and Yukon Railway Company, for a line of railway from Vancouver via Second Narrows of Burrard Inlet, northerly, in lieu of the subsidy granted by chapter 63 of 1908, section 1, item 55; not exceeding 100 miles.

17. To the Kootenay Central Railway Company, for the following lines of railway:—

(*a*) from Golden via Windermere and Fort Steele to a point on the British Columbia Southern Railway at or near Jukeson; not exceeding 175 miles;

(*b*) from a point on the British Columbia Southern Railway at or near Caithness towards the International boundary; not exceeding 25 miles;

the said subsidies being granted in lieu of the subsidy granted by chapter 51 of 1910, section 1, item 43; not exceeding in all 200 miles.

18. To the Kettle Valley Railway Company, for a line of railway from a point at or near Grand Forks to a point 50 miles up the North Fork, and East or West Fork of North Fork, of Kettle River, in lieu of the subsidy granted by chapter 63 of 1908, section 1, item 1; not exceeding 50 miles.

19. To the Esquimalt and Nanaimo Company, for the following lines of railway:—

(*a*) from Wellington to Alberni; not exceeding 60 miles;

(*b*) from a point at or near McBride Junction to or towards the village of Sandwich; not exceeding 45 miles;

(*c*) from the village of Sandwich to Campbell River; not exceeding 38 miles;

the said subsidies being granted in lieu of the subsidies granted by chapter 40 of 1907, section 1, item 20, and chapter 63 of 1908, section 1, item 35; not exceeding in all 143 miles.

20. For a line of railway from a point on the Esquimalt and Nanaimo Railway, near Campbell River, towards Fort George, on the line of the Grand Trunk Pacific Railway, in lieu of the subsidy granted by chapter 63 of 1908, section 1, item 54; not exceeding 100 miles.

21. To the Fredericton and Grand Lake Coal and Railway Company, for a line of railway from a point on the Intercolonial Railway at Gibson to a point at or near Minto, together with a branch line from a point on the above mentioned line to Marysville; not exceeding 35 miles.

22. To the Great Northern Mining and Railway Company, Limited, for a line of railway from Little River through Belle Marche to Eastern Harbour; not exceeding 3 miles.

23. To the Southampton Railway Company, for a line of railway from a point at or near Millville to a point on the St. John River near the Pokiok Bridge; not exceeding 13 miles.

24.

24. To the Northern New Brunswick and Seaboard Railway Company, for a line of railway from the Drummond mines, at Austin Brook, a branch of the Nipisiguit River above Great Falls, in the county of Gloucester, to a point on the Intercolonial Railway, and from such point to Alston Point, on the north side, or to Caron Point, on the south side of the entrance to Bathurst Harbour in the said county; not exceeding 26 miles.

25. To the North Shore Railway Company, for the following lines of railway:—

(*a*) from a point at or near Adamsville, in the county of Kent, to a point at or near Snowshoe Lake in the said county, connecting with the Grand Trunk Pacific Railway; not exceeding 20 miles;

(*b*) from Beersville, in the county of Kent, via Roxton, to a point at or near Richibucto Head, in the said county; not exceeding 20 miles;

not exceeding in all 40 miles.

26. For a line of railway from a point at or near Rosevale in the County of Albert to Stoney Creek in the said county, and thence to the city of Moncton; not exceeding 22 miles.

27. To the Quebec Central Railway Company, for the following lines of railway:—

(*a*) for an extension of its line of railway from a point (30 miles from St. George) in the parish of St. Justine, county of Dorchester, to a point in the parish of St. Sabine, in the county of Bellechasse; not exceeding 1·34 miles;

(*b*) for an extension of its line of railway from a point (31·34 miles from St. George) in the parish of St. Sabine, county of Bellechasse, to a point in the township of Dionne, county of L'Islet; not exceeding 50 miles; not exceeding in all 51·34 miles.

28. To the Canada and Gulf Terminal Railway Company, for a line of railway from Matane, easterly, to Gaspe Basin; not exceeding 200 miles.

29. To the Grand Lake and Bell River Railway Company, for a line of railway from a point on the National Transcontinental Railway, at or near Bell River, thence following the direction of Bell River to Twenty-one Mile Bay, an arm of Grand Lake, or to Rabbit Lake on the Ottawa River, in the county of Pontiac; not exceeding 45 miles.

30. To the St. Charles and Huron River Railway Company, for a line of railway from a point on the main line of the Quebec and Lake St. John Railway, at Indian Lorette station, thence up the valley of the St. Charles River in a northerly direction to Stoneham; not exceeding 7·5 miles.

31. For a line of railway from a point on the National Transcontinental Railway, at or near Mile 837 west of Moncton,

Moncton, in a northerly and northwesterly direction, to a point at or near the mouth of the Nottaway River on James Bay; not exceeding 300 miles.

32. To the Simcoe, Grey and Bruce Railway Company, in respect of fifty miles of its proposed railway between the towns of Kincardine and Orillia, the said fifty miles to include that portion of the said line connecting the towns of Owen Sound and Meaford.

33. To the Algoma Central and Hudson Bay Railway Company, for a line of railway from a point fifty miles northerly from the junction of its line of railway with the Canadian Pacific Railway, northerly to a junction with the National Transcontinental Railway; not exceeding 65 miles.

34. To the Rainy River Radial Railway Company, for a line of railway from a point on the northern boundary of the state of Minnesota at or near the town of Fort Frances, to a point on the Lake of the Woods, at or near the mouth of Little Grassy River; not exceeding 50 miles.

35. To the Lake Erie and Northern Railway Company, for the following lines of railway:—

(*a*) from the town of Galt to Port Dover; not exceeding 58 miles;

(*b*) from the town of Paris (on the line from the town of Galt to Port Dover) to the village of Ayr; not exceeding 10 miles;

not exceeding in all 68 miles.

36. To the Bruce Mines and Algoma Railway Company, for a line of railway from a point on its line of railway at or near Rock Lake Mine in a generally northerly and easterly direction to or towards a point on the main line of the Canadian Pacific Railway near the crossing of the said railway of the Winneboga River; not exceeding 50 miles.

37. To the Manitoba and North Western Railway Company, for a line of railway from a point at or near Hamiota to a point at or near Birtle; not exceeding 30 miles.

38. To the Alberta Pacific Railway Company, for a line of railway from a point at or near the town of Cardston in a northwesterly direction via Pincher Creek to a point on the Crow's Nest Pass Branch of the Canadian Pacific Railway Company at or near Lundbreck, thence northerly and west of the Porcupine Hills towards Calgary; not exceeding 100 miles.

39. To the Burrard Inlet Tunnel and Bridge Company, for the following lines of railway:—

(*a*) from the town of Eburne on the Fraser River to a point at or near the mouth of Seymour Creek on the north shore of the Second Narrows; not exceeding 10 miles;

(*b*) from a point at or near Seymour Creek on the north shore of the Second Narrows to Deep Cove on the north arm of Burrard Inlet; not exceeding 5 miles;

(*c*)

(c) from a point at or near Seymour Creek on the north shore of the Second Narrows to a point on Horseshoe Bay; not exceeding 14 miles;

(d) from a point at or near Pender street in the city of Vancouver to a point at or near lot 264, North Vancouver; not exceeding 3 miles;

not exceeding in all 32 miles.

40. To the Caribou, Barkerville and Willow River Railway Company, for a line of railway from a point on the Grand Trunk Pacific Railway, at or near Eagle Lake, to a point on the Caribou Road at or near the town of Barkerville; not exceeding 107 miles.

41. To the Naas and Skeena Rivers Railway Company, for a line of railway from the Nasega Gulf or some other point on the waters of the Portland Inlet or Naas River to or towards the anthracite coal deposits on the Skeena River near Ground Hog Mountain; not exceeding 100 miles.

42. To the Kettle Valley Railway Company, for a line of railway from a point at or near Penticton on Okanagan Lake to a point on the International boundary; not exceeding 50 miles.

43. To the Calgary and Fernie Railway Company, for a line of railway from a point at or near the city of Calgary in the province of Alberta, in a southwesterly direction, via Kananaskis Pass and the headwaters of the Elk River to or towards the city of Fernie, in the province of British Columbia; not exceeding 100 miles.

44. To the Grand Trunk Pacific Railway Company, for a line of railway from Harte southwesterly into the city of Brandon; not exceeding 25 miles.

3. The Governor in Council may grant the subsidies hereinafter mentioned towards the construction and completion of the bridges also hereinafter mentioned, that is to say:— Subsidies for bridges.

1. To the Vancouver, Westminster and Yukon Railway Company, towards the construction and completion of a railway bridge across Burrard Inlet, in lieu of the subsidy granted by chapter 63 of 1908, section 2, item 6; not exceeding $350,000.

2. To the Canadian Pacific Railway Company (lessees of the Calgary and Edmonton Railway Company) towards the construction and completion of a bridge over the Saskatchewan River connecting Strathcona and Edmonton, 15 per cent upon the amount expended thereon, in lieu of the subsidy granted by chapter 63 of 1908, section 2, item 2; not exceeding $126,000.

3. To the Canadian Pacific Railway Company, towards the construction and completion of a bridge over the Saskatchewan River at Outlook, Saskatchewan, 15 per cent upon

upon the amount expended thereon; not exceeding $115,000.

4. To the Kettle Valley Railway Company, towards the construction and completion of a railway bridge over the Fraser River, near Hope, British Columbia; not exceeding $250,000.

5. To the Caribou, Barkerville and Willow River Railway Company, towards the construction and completion of all its railway bridges (about twenty in number) over the Willow River, 25 per cent upon the total amount expended thereon; not exceeding $95,000.

6. To the Grand Trunk Pacific Railway Company, towards the construction and completion of a railway bridge over the Assiniboine River at the city of Brandon, 25 per cent upon the amount expended thereon; such bridge to be completed without unnecessary delay.

"Cost" defined.

4. In this Act, unless the context otherwise requires, the expression "cost" means the actual, necessary and reasonable cost, and shall include the amount expended upon any bridge, up to and not exceeding $25,000, forming part of the line of railway subsidized not otherwise receiving any bonus, but shall not include the cost of equipping the railway nor the cost of terminals nor the cost of right of way of the railway in any city or incorporated town; and such actual, necessary and reasonable cost shall be determined by the Governor in Council, upon the recommendation of the Minister of Railways and Canals, and upon the report of the chief engineer of the Department of Railways and Canals, certifying that he has made or caused to be made an inspection of the line of railway for which payment of subsidy is asked, and careful inquiry into the cost thereof, and that in his opinion the amount upon which the subsidy is claimed is reasonable, and does not exceed the true, actual and proper cost of the construction of such railway.

How subsidies shall be paid.

5. The subsidies hereby authorized towards the construction of any railway or bridge shall be payable out of the Consolidated Revenue Fund of Canada, and may, unless otherwise expressly provided in this Act, at the option of the Governor in Council, on the report of the Minister of Railways and Canals, be paid as follows:—

(*a*) Upon the completion of the work subsidized; or,

(*b*) By instalments, on the completion of each ten-mile section of the railway, in the proportion which the cost of such completed section bears to that of the whole work undertaken; or,

(*c*) Upon the progress estimates on the certificate of the chief engineer of the Department of Railways and Canals that in his opinion, having regard to the whole work undertaken and the aid granted, the progress made

made justifies the payment of a sum not less than thirty thousand dollars; or,

(*d*) With respect to (*b*) and (*c*), part one way, part the other.

Conditions.

6. The subsidies hereinbefore authorized to be granted to companies named shall, if granted by the Governor in Council, be granted to such companies respectively; the other subsidies may be granted to such companies as establish to the satisfaction of the Governor in Council their ability to construct and complete the said railway and bridges respectively; all the lines and the bridges for the construction of which subsidies are granted, unless they are already commenced, shall be commenced within two years from the first day of August, 1912, and completed within a reasonable time, not to exceed four years from the said first day of August, to be fixed by the Governor in Council, and shall also be constructed according to descriptions, conditions and specifications approved by the Governor in Council on the report of the Minister of Railways and Canals, and specified in each case in a contract between the company and the said Minister, which contract the Minister, with the approval of the Governor in Council, is hereby empowered to make. The location also of such subsidized lines and bridges shall be subject to the approval of the Governor in Council.

As to running powers.

7. The granting of such subsidies and the receipt thereof by the respective companies shall be subject to the condition that the Board of Railway Commissioners for Canada may at all times provide and secure to other companies such running powers, traffic arrangements and other rights as will afford to all railways connecting with the railway and bridges so subsidized reasonable and proper facilities in exercising such running power, fair and reasonable traffic arrangements with connecting companies, and equal mileage rates between all such connecting railways; and the said Board shall have absolute control, at all times, over the rates and tolls to be levied and taken by any of the companies, or upon any of the railways and bridges hereby subsidized: Provided always that any decision of the said Board made under this section may be at any time varied, changed or rescinded by the Governor in Council, as he deems just and proper.

Transportation of Government supplies, etc.

8. Every company receiving a subsidy under this Act, its successors and assigns, and any person or company controlling or operating the railway or portion of railway subsidized under this Act, shall each year furnish to the Government of Canada transportation for men, supplies, materials and mails over the portion of the lines in respect of which it has

has received such subsidy, and, whenever required, shall furnish mail cars properly equipped for such mail service; and such transportation and service shall be performed at such rates as are agreed upon between the Minister of the department of the Government for which such service is being performed and the company performing it, and, in case of disagreement, then at such rates as are approved by the Board of Railway Commissioners for Canada; and in or towards payment for such charges the Government of Canada shall be credited by the company with a sum equal to three per cent per annum on the amount of the subsidy received by the company under this Act.

Production of accounts.

9. As respects all railways and bridges for which subsidies are granted by this Act, the company at any time owning or operating any of the railways or bridges shall, when required, produce and exhibit to the Minister of Railways and Canals, or any person appointed by him, all books, accounts and vouchers showing the cost of constructing the railway or bridge, the cost of operating it, and the earnings thereof.

As to Canadian steel rails.

10. The Governor in Council may make it a condition of the grant of the subsidies herein provided that the company shall lay the railway with new steel rails and fastenings made in Canada and shall purchase all materials and supplies required for the construction of the railway and bridges, and the rolling stock for the first equipment of the railway, from Canadian producers, if such rails, fastenings, materials, supplies and equipment are procurable in Canada of suitable quality and upon terms as favourable as elsewhere, of which the Minister of Railways and Canals shall be the judge.

Mode of payment of certain railway subsidies.

11. Whenever a contract has been duly entered into with a company for the construction of any line of railway hereby subsidized, the Minister of Railways and Canals, at the request of the Company, and upon the report of the chief engineer of the Department of Railways and Canals and his certificate that he has made careful examination of the surveys, plans and profile of the whole line so contracted for, and has duly considered the physical characteristics of the country to be traversed and the means of transport available for construction, naming the reasonable and probable cost of such construction, may, with the authorization of the Governor in Council, enter into a supplementary agreement, fixing definitely the maximum amount of the subsidy to be paid, based upon the said certificate of the chief engineer and providing that the company shall be entitled to be paid, as the minimum, the ordinary subsidy of $3,200 per mile, together with sixty per cent of the difference between the amount so fixed and the said $3,200 per mile, if any; and the balance, forty per cent, shall be paid only on completion

completion of the whole work subsidized, and in so far as the actual cost, as finally determined by the Governor in Council upon the recommendation of the Minister of Railways and Canals, and upon the report and certificate of the said chief engineer, entitles the company thereto: Provided always—

(*a*) that the estimated cost, as certified, is not less on the average than $18,000 per mile for the whole mileage subsidized;

(*b*) that no payment shall be made except upon a certificate of the chief engineer that the work done is up to the standard specified in the company's contract;

(*c*) that in no case shall the subsidy exceed the sum of $6,400 per mile.

3-4 GEORGE V.

CHAP. 10.

An Act to authorize the granting of subsidies in aid of the construction of certain lines of railway of the Canadian Northern Ontario Railway Company and the Canadian Northern Alberta Railway Company respectively.

[*Assented to 6th June, 1913.*]

HIS Majesty, by and with the advice and consent of the Senate and House of Commons of Canada, enacts as follows:—

Subsidy authorized for Toronto to Ottawa line.

1. The Governor in Council may grant a subsidy of six thousand four hundred dollars per mile to the Canadian Northern Ontario Railway Company, towards the construction of a railway from the city of Toronto, in the province of Ontario, to the city of Ottawa, in the said province, not exceeding two hundred and fifty miles.

For Ottawa to Port Arthur, and Edmonton to Yellowhead Pass.

2. The Governor in Council may grant a subsidy of twelve thousand dollars per mile towards each of the undermentioned lines of railway (not exceeding in any case the number of miles hereinafter respectively stated) namely:—

(*a*) to the Canadian Northern Ontario Railway Company, for a line of railway from the city of Ottawa, in the province of Ontario, to the city of Port Arthur in the said province; not exceeding 910 miles;

(*b*) to the Canadian Northern Alberta Railway Company for a line of railway from the city of Edmonton, in the province of Alberta, to the boundary of the province of British Columbia at or in the Yellowhead Pass; not exceeding 260 miles.

How subsidies shall be paid.

3. The subsidies hereby authorized shall be payable out of the Consolidated Revenue Fund of Canada and may, at the option of the Governor in Council, on the report of the Minister of Railways and Canals, be paid as follows;—

(*a*) upon completion of the work subsidized; or,

(*b*) by instalments, on the completion of each ten-mile section of the railway; in the proportion which the cost of such completed section bears to that of the whole work undertaken; the cost for the purpose of this paragraph to be determined by the Governor in Council; or,

(*c*) upon the progress estimates on the certificate of the chief engineer of the Department of Railways and Canals that in his opinion, having regard to the whole work undertaken and the aid granted, the progress made justifies the payment of a sum not less than thirty thousand dollars; or,

(*d*) with respect to (*b*) and (*c*), part one way, part the other.

Time for construction of railway limited.

4. The lines, for the construction of which subsidies are hereby granted, shall be completed within a reasonable time, not to exceed three years from the first day of August, nineteen hundred and thirteen, to be fixed by the Governor in Council, and shall also be constructed and completed to the satisfaction of the Governor in Council.

Conditions as to running powers.

5. The granting of such subsidies and the receipt thereof by the respective companies shall be subject to the condition that the Board of Railway Commissioners for Canada may at all times provide and secure to other companies such running powers, traffic arrangements and other rights as will afford to all railways connecting with the railway so subsidized reasonable and proper facilities in exercising such running power, fair and reasonable traffic arrangements with connecting companies, and equal mileage rates between all such connecting railways; and the said Board shall have absolute control, at all times, over the rates and tolls to be levied and taken by any of the companies, or upon any of the railways hereby subsidized; provided always that any decision of the said Board made under this section may be at any time varied, changed or rescinded by the Governor in Council as he deems just and proper.

Transportation of Government supplies, etc.

6. The Companies receiving subsidies under this Act, their successors and assigns, and any person or company controlling or operating the railways or portions of the railways subsidized under this Act, shall each year furnish to the

the Government of Canada transportation for men, supplies, materials and mails over the portion of the lines in respect of which it has received such subsidy, and, whenever required, shall furnish mail cars properly equipped for such mail service; and such transportation and service shall be performed at such rates as are agreed upon between the Minister of the Department of the Government for which such service is being performed and the company performing it, and, in case of disagreement, then at such rates as are approved by the Board of Railway Commissioners for Canada; and in and toward the payment of such charges the Government of Canada shall be credited by the company with a sum equal to three per cent on the amount of the subsidy received by the company under section 1 of this Act and on the amount of the subsidy up to six thousand four hundred dollars per mile received by the Company under section 2 of this Act.

Books to be produced.

7. As respects the railways for which subsidies are granted by this Act, the company at any time owning or operating any of the railways shall, when required, produce and exhibit to the Minister of Railways and Canals, or any person appointed by him, all books, accounts and vouchers showing the cost of constructing the railway, the cost of operating it, and the earnings thereof.

Transfer of stock to Crown.

8. No subsidy shall be granted under this Act unless and until there shall have been issued and transferred upon the books of the Canadian Northern Railway Company to the Minister of Finance and Receiver General of Canada, in trust for His Majesty, shares in the common stock of the Canadian Northern Railway Company of the par value of seven million dollars, which said stock and all rights appurtenant thereto shall be held for the benefit of His Majesty absolutely, and shall be deemed to be fully paid up, non-assessable and not subject to calls; provided that the said stock or any part thereof may be disposed of under the authority of Parliament upon such terms and conditions as it may determine and the proceeds of the sale thereof paid into the Consolidated Revenue Fund of Canada.

Proviso.

Issue of stock in return for subsidies.

9. The Canadian Northern Railway Company is hereby authorized and empowered to issue and transfer to the Minister of Finance and Receiver General of Canada, in trust as aforesaid, from and out of the authorized capital shares of its common stock of the par value of seven million dollars fully paid up and non-assessable and not subject to calls as aforesaid, upon the consideration of the Governor in

Council

Council undertaking to grant to the Canadian Northern Ontario Railway Company and the Canadian Northern Alberta Railway Company the subsidies referred to in section 2 of this Act upon the terms aforesaid, and such stock when so issued and transferred shall be deemed fully paid without further or other consideration.

3-4 GEORGE V.

CHAP. 46.

An Act to authorize the granting of Subsidies in aid of the construction of the railways and bridge therein mentioned.

[*Assented to 6th June, 1913.*]

HIS Majesty, by and with the advice and consent of the Senate and House of Commons of Canada, enacts as follows:—

1. This Act may be cited as *The Railway Subsidies Act, 1913.* Short title.

2. The Governor in Council may grant a subsidy of $3,200 per mile towards the construction of each of the undermentioned lines of railway (not exceeding in any case the number of miles hereinafter respectively stated), which shall not cost more on the average than $15,000 per mile for the mileage subsidized, and towards the construction of each of the said lines of railway, not exceeding the mileage hereinafter stated, which shall cost more on the average than $15,000 per mile for the mileage subsidized, a further subsidy beyond the sum of $3,200 per mile of fifty per cent on so much of the average cost of the mileage subsidized as is in excess of $15,000 per mile, such subsidy not exceeding in the whole the sum of $6,400 per mile:— Subsidies for railways.

1. To the Margaree Coal and Railway Company, Limited, for the following lines of railway:—

(*a*) from a point on the Intercolonial Railway near Orangedale to St. Rose; not exceeding 46 miles;

(*b*) from a point on the Intercolonial Railway near McIntyre lake to Caribou cove, Port Malcolm, Richmond county; not exceeding 4 miles;

the said subsidies being granted in lieu of subsidy granted by chapter 51 of 1910, section 1, item 4; not exceeding 50 miles.

2. To the Northern New Brunswick and Seaboard Railway Company, for a line of railway from the Drummond Mines at Austin brook, a branch of the Nipisiguit river above Great Falls in the county of Gloucester to a point on the Intercolonial Railway where it intersects the branch line from Bathurst station to Bathurst Harbour, in lieu of the subsidy granted by chapter 48 of 1912, section 2, item 24; not exceeding 16·9 miles.

3. To the Tobique and Campbellton Railway Company, for a line of railway from Plaster Rock along the Tobique river to Riley brook, in lieu of subsidy granted by chapter 51 of 1910, section 1, item 15; not exceeding 28 miles.

4. To the St. John and Quebec Railway Company, for a line of railway from Andover to St. John, New Brunswick, exclusive of a railway bridge across the St. John river, at or near Mistake, and a railway bridge across the Kennebecasis river at or near Perry Point; in lieu of subsidy granted by chapter 48 of 1912, section 2, item 2; not exceeding 200 miles.

5. To the Lotbinière and Megantic Railway Company for a line of railway from a point at or near Lyster in Megantic county to a point at or near Lime Ridge in the township of Dudswell in the county of Wolfe, in lieu of the subsidy granted by chapter 51 of 1910, section 1, item 23, for a line of railway between the points above mentioned; not exceeding 60 miles.

6. For a line of railway from a point on the Canadian Pacific Railway at or near Scotstown or Megantic to the International boundary, in lieu of the subsidy granted by chapter 40 of 1907, section 1, item 19; not exceeding 35 miles.

7. To the Little Nation River Railway Company for a line of railway from a point between Thurso and Montebello on the line of the Canadian Pacific Railway, northerly, in lieu of the subsidy granted by chapter 51 of 1910, section 1, item 46; not exceeding 30 miles.

8. To the Erie, London and Tillsonburg Railway Company, for a line of railway from Port Burwell to London, passing through or near Vienna, Calton, Aylmer, Kingsmill and Belmont, in lieu of the subsidy granted by chapter 51 of 1910, section 1, item 37; not exceeding 35 miles.

9. To the Tillsonburg, Lake Erie and Pacific Railway Company, for a line of railway from Ingersoll north to a junction with the St. Mary's and Western Ontario railway at Embro, in lieu of the subsidy granted by chapter 48 of 1912, section 2, item 12; not exceeding 10·38 miles.

10. To the Canadian Pacific Railway Company, for a line of railway from Gimli to a point on the Icelandic river at

at or near Riverton, in lieu of the subsidy granted by chapter 63 of 1908, section 1, item 39, for a line between the points above mentioned; not exceeding 30 miles.

11. To the Canadian Pacific Railway Company, for a line of railway from Moosejaw, in a northwesterly direction, in lieu of the subsidy granted by chapter 63 of 1908, section 1, item 40; not exceeding 123 miles.

12. To the Alberta Central Railway Company, for a line of railway from Red Deer to Rocky Mountain House, in lieu of the subsidy granted by chapter 63 of 1908, section 1, item 38; not exceeding 70 miles.

13. To the Kettle Valley Railway Company, for the following lines of railway:—

(*a*) from Merritt to Penticton Wharf; not exceeding 145 miles;

(*b*) from a point on the line between Merritt and Penticton Wharf, at or near Penticton, to Midway; not exceeding 135 miles;

(*c*) from a point on the line between Merritt and Penticton Wharf, about 25 miles south of Merritt, to a point on the Fraser river near Hope station; not exceeding 55 miles;

the said subsidies being granted in lieu of the subsidies granted by chapter 51 of 1910, section 1, item 42; not exceeding in all 335 miles.

14. To the Calgary and Fernie Railway Company for a line of railway from Michel or Sparwood, in a northerly direction via the headwaters of the Elk river and Kananaskis Pass to a point at or near the city of Calgary, in lieu of the subsidy granted by chapter 48 of 1912, section 2, item 43; not exceeding 100 miles.

Subsidy for bridge.

3. The Governor in Council may grant the subsidy hereinafter mentioned towards the construction and completion of the bridge hereinafter mentioned, that is to say:—

To the Burrard Inlet Tunnel and Bridge Company towards the construction and completion of a bridge over the Second Narrows of Burrard Inlet, as authorized by chapter 74 of 1910, in lieu of the subsidy granted by chapter 48 of 1912, section 3, item 1; not exceeding $350,000.

"Cost" defined.

4. In this Act, unless the context otherwise requires, the expression "cost" means the actual, necessary and reasonable cost, and shall include the amount expended upon any bridge, up to and not exceeding $25,000, forming part of the line of railway subsidized not otherwise receiving any bonus, but shall not include the cost of equipping the railway or the cost of terminals or the cost of right of way.

of

of the railway in any city or incorporated town; and such actual, necessary and reasonable cost shall be determined by the Governor in Council, upon the recommendation of the Minister of Railways and Canals, and upon the report of the chief engineer of the Department of Railways and Canals, certifying that he has made or caused to be made an inspection of the line of railway for which payment of subsidy is asked, and careful inquiry into the cost thereof, and that in his opinion the amount upon which the subsidy is claimed is reasonable, and does not exceed the true, actual and proper cost of the construction of such railway.

How subsidies shall be paid.

5. The subsidies hereby authorized towards the construction of any railway or bridge shall be payable out of the Consolidated Revenue Fund of Canada, and may, unless otherwise expressly provided in this Act, at the option of the Governor in Council, on the report of the Minister of Railways and Canals, be paid as follows:—

(*a*) Upon the completion of the work subsidized; or,

(*b*) By instalments, on the completion of each ten-mile section of the railway, in the proportion which the cost of such completed section bears to that of the whole work undertaken; or,

(*c*) Upon the progress estimates on the certificate of the chief engineer of the Department of Railways and Canals that in his opinion, having regard to the whole work undertaken and the aid granted, the progress made justifies the payment of a sum not less than thirty thousand dollars; or,

(*d*) With respect to (*b*) and (*c*), part one way, part the other.

Conditions.

6. The subsidies hereinbefore authorized to be granted to companies named shall, if granted by the Governor in Council, be granted to such companies respectively; the other subsidies may be granted to such companies as establish to the satisfaction of the Governor in Council their ability to construct and complete the said railways and bridges respectively; all the lines and the bridges for the construction of which subsidies are granted, unless they are already commenced, shall be commenced within two years from the first day of August, one thousand nine hundred and thirteen, and completed within a reasonable time, not to exceed four years from the said first day of August, to be fixed by the Governor in Council, and shall also be constructed according to descriptions, conditions and specifications approved by the Governor in Council on the report of the Minister of Railways and Canals and

and specified in each case in a contract between the company and the said Minister, which contract the Minister, with the approval of the Governor in Council, is hereby empowered to make. The location also of such subsidized lines and bridges shall be subject to the approval of the Governor in Council.

As to running powers.

7. The granting of such subsidies and the receipt thereof by the respective companies shall be subject to the condition that the Board of Railway Commissioners for Canada may at all times provide and secure to other companies such running powers, traffic arrangements and other rights as will afford to all railways connecting with the railway and bridges so subsidized reasonable and proper facilities in exercising such running power, fair and reasonable traffic arrangements with connecting companies, and equal mileage rates between all such connecting railways; and the said Board shall have absolute control, at all times, over the rates and tolls to be levied and taken by any of the companies, or upon any of the railways and bridges hereby subsidized: Provided always that any decision of the said Board made under this section may be at any time varied, changed or rescinded by the Governor in Council, as he deems just and proper.

Transportation of Government supplies, etc.

8. Every company receiving a subsidy under this Act, its successors and assigns, and any person or company controlling or operating the railway or portion of railway subsidized under this Act, shall each year furnish to the Government of Canada transportation for men, supplies, materials and mails over the portion of the lines in respect of which it has received such subsidy, and, whenever required, shall furnish mail cars properly equipped for such mail service; and such transportation and service shall be performed at such rates as are agreed upon between the Minister of the department of the Government for which such service is being performed and the company performing it, and, in case of disagreement, then at such rates as are approved by the Board of Railway Commissioners for Canada; and in or towards payment for such charges the Government of Canada shall be credited by the company with a sum equal to three per cent per annum on the amount of the subsidy received by the company under this Act.

Production of accounts.

9. As respects all railways and bridges for which subsidies are granted by this Act, the company at any time owning or operating any of the railways or bridges shall, when required, produce and exhibit to the Minister of Railways and Canals, or any person appointed by him, all books, accounts and

and vouchers showing the cost of constructing the railway or bridge, the cost of operating it, and the earnings thereof.

As to Canadian steel rails.

10. The Governor in Council may make it a condition of the grant of the subsidies herein provided that the company shall lay the railway with new steel rails and fastenings made in Canada and shall purchase all materials and supplies required for the construction of the railway and bridges and the rolling stock for the first equipment of the railway, from Canadian producers, if such rails, fastenings, materials, supplies and equipment are procurable in Canada of suitable quality and upon terms as favourable as elsewhere, of which the Minister of Railways and Canals shall be the judge.

Mode of payment of certain railway subsidies.

11. Whenever a contract has been duly entered into with a company for the construction of any line of railway hereby subsidized, the Minister of Railways and Canals, at the request of the company, and upon the report of the chief engineer of the Department of Railways and Canals and his certificate that he has made careful examination of the surveys, plans and profile of the whole line so contracted for, and has duly considered the physical characteristics of the country to be traversed and the means of transport available for construction, naming the reasonable and probable cost of such construction, may, with the authorization of the Governor in Council, enter into a supplementary agreement, fixing definitely the maximum amount of the subsidy to be paid, based upon the said certificate of the chief engineer and providing that the company shall be entitled to be paid, as the minimum, the ordinary subsidy of $3,200 per mile, together with sixty per cent of the difference between the amount so fixed and the said $3,200 per mile, if any; and the balance, forty per cent, shall be paid only on completion of the whole work subsidized, and in so far as the actual cost, as finally determined by the Governor in Council upon the recommendation of the Minister of Railways and Canals, and upon the report and certificate of the said chief engineer, entitles the company thereto: Provided always—

(*a*) that the estimated cost, as certified, is not less on the average than $18,000 per mile for the whole mileage subsidized;

(*b*) that no payment shall be made except upon a certificate of the chief engineer that the work done is up to the standard specified in the company's contract;

(*c*) that in no case shall the subsidy exceed the sum of $6,400 per mile.

3-4 GEORGE V.

CHAP 53.

An Act to authorize the granting of Subsidies to the Government of the Province of Ontario in aid of the construction of the Temiskaming and Northern Ontario Railway.

[*Assented to 6th June, 1913.*]

Preamble.

WHEREAS the Government of the province of Ontario has constructed a line of railway known as the Temiskaming and Northern Ontario Railway, from North Bay on the Canadian Pacific Railway, and at a junction with the Toronto line, so called, of the Grand Trunk Railway, to Cochrane on the Grand Trunk Pacific Railway, and several branches thereof, and has them under operation; and whereas the line of railway from North Bay to Cochrane makes a through connection for the Transcontinental Railway with Toronto, and also with Montreal and Quebec, and being, as such, a work of national and not merely provincial utility: Therefore His Majesty, by and with the advice and consent of the Senate and House of Commons of Canada, enacts as follows:—

Short title.

1. This Act may be cited as *The Temiskaming and Northern Ontario Railway Aid Act.*

Subsidies to Government of Ontario for construction of railways.

2. The Governor in Council may grant to the Government of the province of Ontario, in consideration of its having constructed each of the undermentioned lines of railway (not exceeding in any case the number of miles hereinafter respectively stated), a subsidy not exceeding $6,400 per mile:—

(i) For the line of railway from North Bay on the Canadian Pacific Railway to Cochrane on the Grand Trunk Pacific Railway; not exceeding 252·8 miles.

(ii) For the following branch lines of railway:—

(*a*) From Englehart to Charlton; not exceeding 7·8 miles;

(*b*) From Cobalt to Kerr Lake; not exceeding 3·9 miles;

(*c*) From Iroquois Falls to Timmins; not exceeding 33·2 miles;

(*d*) From Earlton to Elk Lake City; not exceeding 28·5 miles;

(*e*) From Iroquois Falls Station to Iroquois Falls; not exceeding 7·25 miles.

How subsidies shall be paid.

3. The subsidies hereby authorized shall be payable out of the Consolidated Revenue Fund of Canada at the option of the Governor in Council, and may be paid upon the certificate of the chief engineer of the Department of Railways and Canals as to the mileage constructed, in such manner and in such amounts, and subject to such conditions, if any, as the Governor in Council deems expedient.

Commencement of Act.

4. This Act shall come into force on a day to be fixed by proclamation of the Governor in Council published in *The Canada Gazette*.

PART X

PHOTOGRAPHS AND PLANS

PHOTOGRAPHS AND PLANS.

PLATE I. Intercolonial Railway, Moncton Subdivision. Bridge over River Nepisiguit.
Intercolonial Railway, Rivière du Loup Subdivision. Bridge over River St. Nicolas.

" II. Intercolonial Railway. Nashwaak Bridge. Mile 105·3. Fredericton Subdivision. New steel bridge on concrete piers and abutments.

" III. Intercolonial Railway, Truro Subdivision. Folleigh River Bridge.

" IV. Intercolonial Railway, Mont Joli Subdivision. Rivière du Loup Bridge.
Intercolonial Railway, Mont Joli Subdivision. Bridge over Rimouski River.

" V. Intercolonial Railway. Sussex Yard looking east.

" VI. Prince Edward Island Ferry Boat. Deck.

" VII. Prince Edward Island Ferry Boat. Train deck.

" VIII. Intercolonial Railway. Deep water terminals, Halifax. East end and south side of pier No. 2.

" IX. New pier and shed No. 2 of the Intercolonial Railway deep water terminals at Halifax, N.S.

" X. Intercolonial Railway ocean terminals, Halifax, N.S. 150-ton locomotive crane. Capacity, 70½ tons at 33 foot radius. Length of boom, 45 ft. 6 in. Crane is seen holding a reinforced concrete shell (83) weighing 58·3 tons. Dimensions of shell 31′ 0″ x 21′ 10″ x 3′ 4″. The "Strong Back" weighs about 7 tons. Distance from crane look to bottom of shell is approximately 17 feet. This crane is to be used for handling reinforced concrete shells in the pouring and storage yards.

" XI. Intercolonial Railway. Deep water terminals. Halifax, N.S. View from tower mixing plant looking northeast. The lines placed on this photograph show the outside lines of the finished work. Dimensions are as follows:—Bulkhead Passenger Landing Quay: North wall, 335·4 feet; east wall, 2,006·0 feet; south wall, 1,208·1 feet. Pier "A": north wall, 1,250 feet; south wall, 1,250 feet; east wall, 320 feet. Basin No. 1: Width at head, 95 feet, width at east end: 350 feet; narrows at a point, 707·7 feet in from the cope line of the B.P.L.Q.

" XII. Intercolonial Railway. Ocean terminals, Halifax, N.S. View of shell yard looking west from mixing plant.

" XIII. Hudson Bay Terminus. Port Nelson dry dock, showing hydraulic dredge entering.

" XIV. Hudson Bay Railway Terminus, Port Nelson. Excavating boulders, for crib filling and riprap, from river bed near Flamborough Head. The orangepeel dredge, scows and stern wheel tug, in rear, were built at Port Nelson.

Hudson Bay Railway Terminus, Port Nelson. Launch of steel tow barge, salved from wreck of ss. *Alette*, and assembled at Port Nelson.

" XV. Hudson Bay Railway. Chemon siding.
Hudson Bay Railway. Cut at Mile 53 looking north.

" XVI. Hudson Bay Railway. Cormorant Lake looking south.
Hudson Bay Terminus. Hydraulic dredge "Port Nelson" at work in the ship channel.

" XVII. Hudson Bay Terminus. View looking towards ship channel, showing work in progress on bridge piers. In the foreground hardwood and steel plate ice protection is being placed. In the immediate foreground, piles for the support of steel superstructure may be seen.

Hudson Bay Terminus. Showing dry dock after hydraulic dredge has been moved out.

" XVIII. Hudson Bay Terminus. Drydock with tugs *Geo. W. Yates* and *Kathleen* entered for repairs during winter.

Hudson Bay Terminus. Government pier, showing temporary trestle. The locomotive crane in the centre of the picture is driving piles for bridge seats. Native timber is shown in the foreground.

PLATE. XIX. Hudson Bay Terminus. View from season's terminal crib, looking shoreward, showing riprap protection about piers.

Hudson Bay Terminus. General view of pier in latter part of October, showing the erection of first span of bridge nearly completed. The remaining spans will be erected by the cantilever method.

" XX. Hudson Bay Railway Terminus at Port Nelson. View from end of breakwater in early spring.

" XXI. Quebec Bridge, over River St. Lawrence, looking eastward down the river.

" XXII. Quebec Bridge, over River St. Lawrence. View showing progress of erection and traveller erecting panel of Top Chord Eyebars. November 27, 1914.

" XXIII. Quebec Bridge, over River St. Lawrence. General view of site ans progress of erection to date. The North Anchor Arm is practically complete between the main pier and anchor pier. The duplicate traveller is being erected on the south shore. April 9, 1915.

" XXIV. Quebec Bridge, over River St. Lawrence, north side.

" XXV. Quebec Bridge, across River St. Lawrence, north side.

" XXVI. Quebec Bridge, across River St. Lawrence above Quebec, in course of construction.

" XXVII. Car ferry *Leonard*. For use in transporting trains across the St. Lawrence pending completion of the Quebec Bridge. The train platform is controlled by an hydraulic lift.

" XXVIII. Trent Canal. Severn division. Bottom of Swift Rapids dam and wheelpit of power-house.

Trent Canal. Severn Division. Looking down the Severn river from above Swift rapids.

" XXIX. Trent Canal. Severn Division. Looking down Big Chute. April 23, 1915.
Trent Canal, Severn Division. Looking up the Severn river from below Swift rapids.

" XXX. Welland Ship Canal. West wall, Lock No. 1 (34 feet yet to be built shown dotted).

" XXXI. Welland Ship Canal. Reinforced concrete entrance wall, Lock No. 1, being backfilled.

" XXXII. Welland Ship Canal. Interior of filling culvert in west wall of Lock No. 1. Size 14 ft. x 16½ ft.

" XXXIII. Welland Ship Canal. Channelling sides of rock cutting.

" XXXIV. Welland Ship Canal. Loading wagons with material for watertight embankment.

" XXXV. Welland Ship Canal. Excavating with grading machine.

" XXXVI. Welland Ship Canal. Upper end of pit for Lock No. 2.

" XXXVII. Welland Ship Canal. Spreader at work on harbour embankment.

" XXXVIII. Welland Ship Canal. Building earth dam around concrete core-wall.

" XXXIX. Welland Ship Canal. Concrete protection to banks.

" XL. Welland Ship Canal. 100,000 tons of crushed rock.

" XLI. Welland Ship Canal. Towing reinforced concrete crib out of Port Dalhousie Harbour.

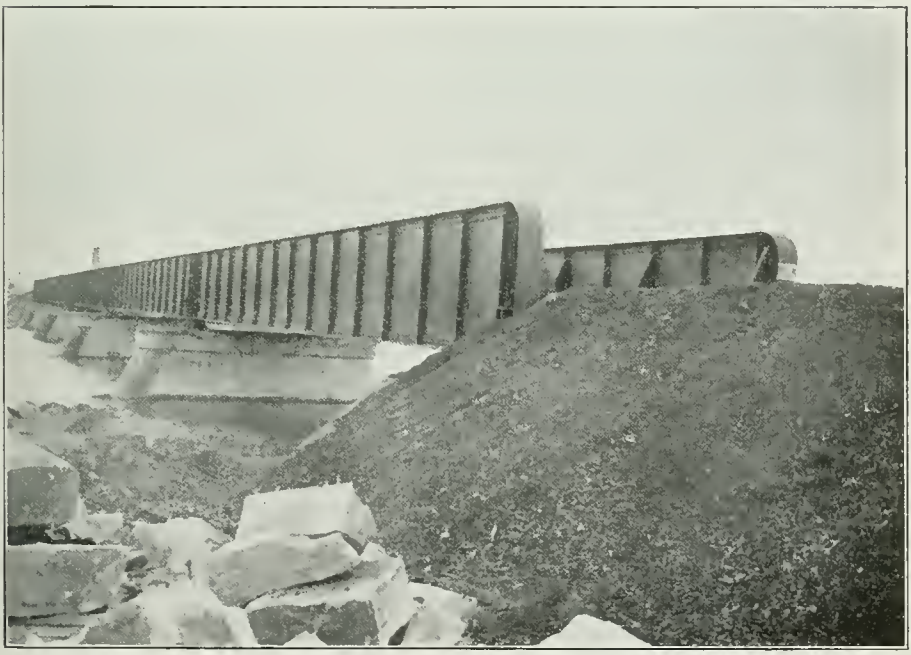
" XLII. Welland Ship Canal. Junction of rock cuts, relocated G. T. Ry. Line.

" XLIII. Welland Ship Canal. Port Weller Harbour, June 30, 1915.

" XLIV. Welland Canal. Port Colborne Elevator. Showing four marine legs at work simultaneously.

" XLV. Welland Canal. Port Colborne Elevator. Showing loading side of recent extension.

Intercolonial Railway, Moncton Subdivision. Bridge over River Nepisiguit.



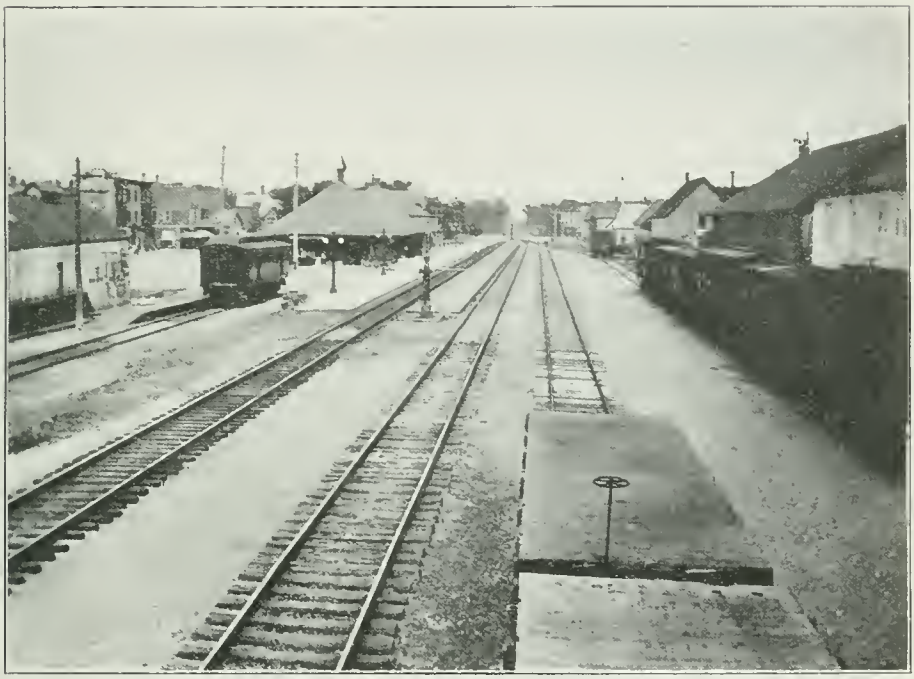
Intercolonial Railway, Rivière du Loup Subdivision. Bridge over River St. Nicolas.

Intercolonial Railway. Nashwaak Bridge. Mile 105·3. Fredericton Subdivision. New steel bridge on concrete piers and abutments.

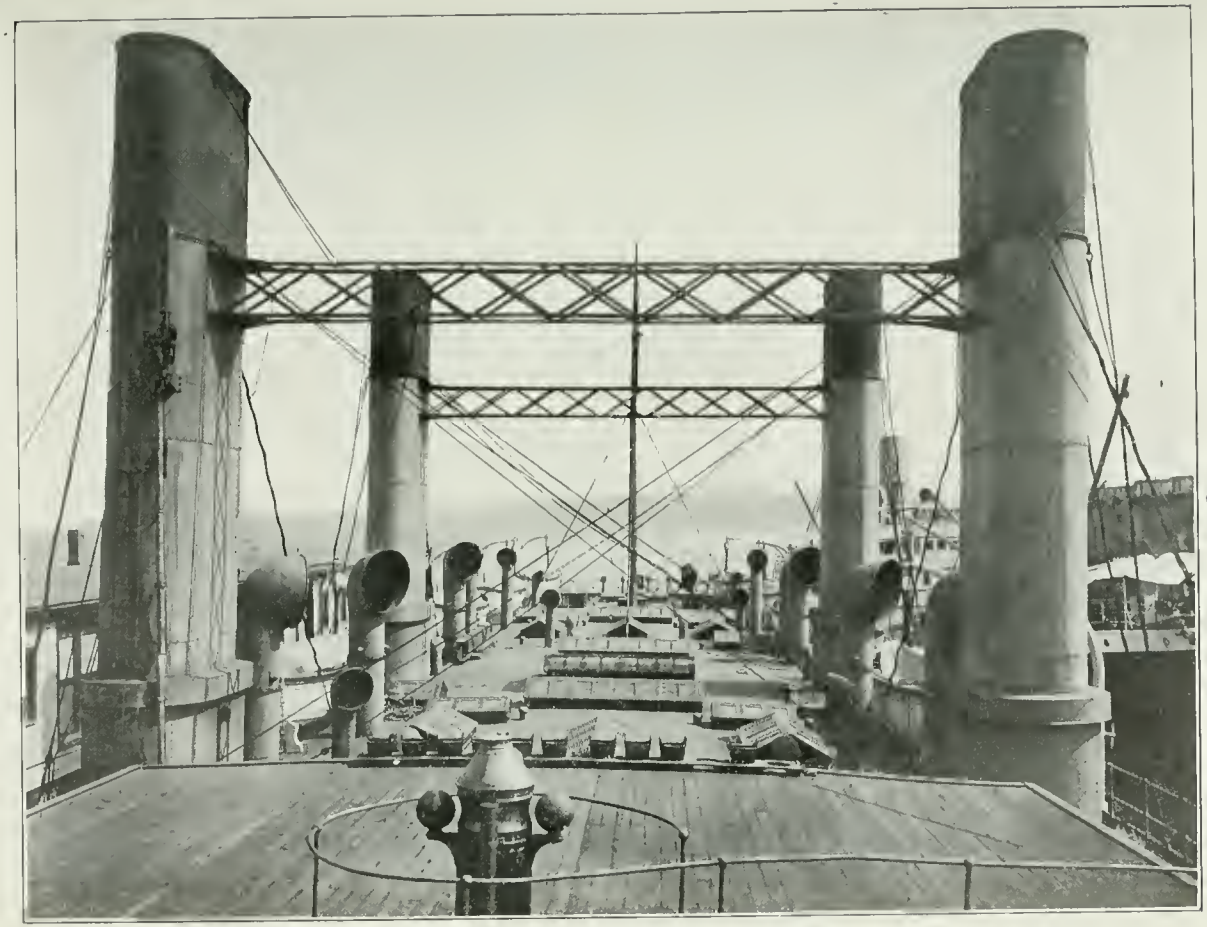
Intercolonial Railway, Truro Subdivision. Folleigh River Bridge.

Intercolonial Railway, Mont Joli Subdivision. Rivière du Loup Bridge.

Intercolonial Railway, Mont Joli Subdivision. Bridge over Rimouski River.



Intercolonial Railway. Sussex Yard looking east.



Prince Edward Island Ferry Boat. Deck.

20—1916—31

Pr nce Edward Island Ferry Boat. Train Deck.

20—1916—21½

Intercolonial Railway. Deep water terminals, Halifax. East end and south side of pier No. 2.

New pier and shed No. 2 of the I. C. Ry. deep water terminals at Halifax, N.S.

Intercolonial Railway ocean terminals, Halifax, N.S.

150 Ton Locomotive Crane. Capacity 70½ tons at 33 foot radius. Length of boom, 45 ft. 6 in. Crane is seen holding a reinforced concrete shell (S3) weighing 58·3 tons. Dimensions of shell 34′ 0″ x 21′ 10″ x 3′ 4″. The "Strong Back" weighs about 7 tons. Distance from crane look to bottom of shell is approximately 17 feet. This crane is to be used for handling reinforced concrete shells in the pouring and storage yards.

Intercolonial Railway. Deep water terminals. Halifax, N S.

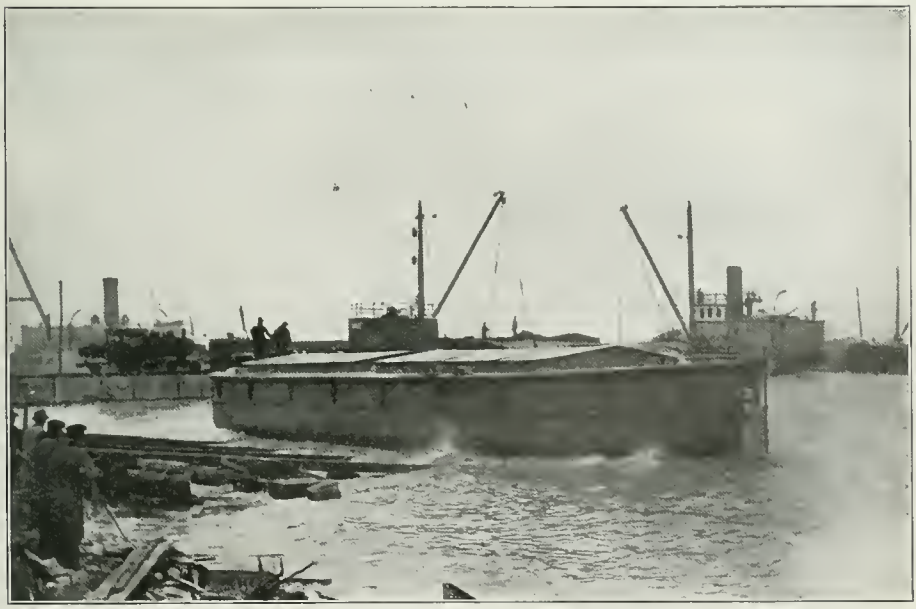
View from tower of mixing plant looking northeast. The lines placed on this photograph show the outside lines of the finished work. Dimensions are as follows:—Bulkhead Passenger Landing Quay: North Wall, 335·4 feet; East Wall, 2,006·0 feet; South Wall, 1,208·1 feet. Pier "A": North Wall, 1250 feet; South Wall, 1,250 feet: East Wall, 320 feet. Basin No. 1: Width at head, 95 feet; width at East end: 350 feet; narrows at a point, 707·7 feet in from the cope line of the B.P.L.Q.

Intercolonial Railway. Ocean terminals, Halifax, N.S. Vi

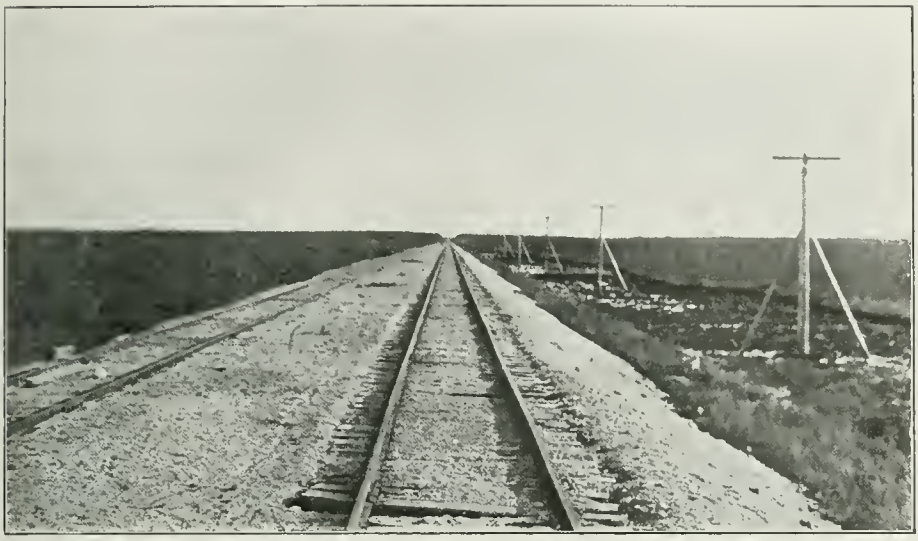
, N.S. View of Shell Yard looking West from Mixing Plant.

Hudson Bay Terminus. Port Nelson Drydock, showing hydraulic dredge entering.

Hudson Bay Railway Terminus, Port Nelson. Excavating boulders, for crib filling and riprap, from river bed near Flamborough Head. The orangepeel dredge, scows and stern wheel tug, in rear, were built at Port Nelson.



Hudson Bay Railway Terminus, Port Nelson. Launch of steel tow barge, salved from wreck of SS. *Alette*, and assembled at Port Nelson.



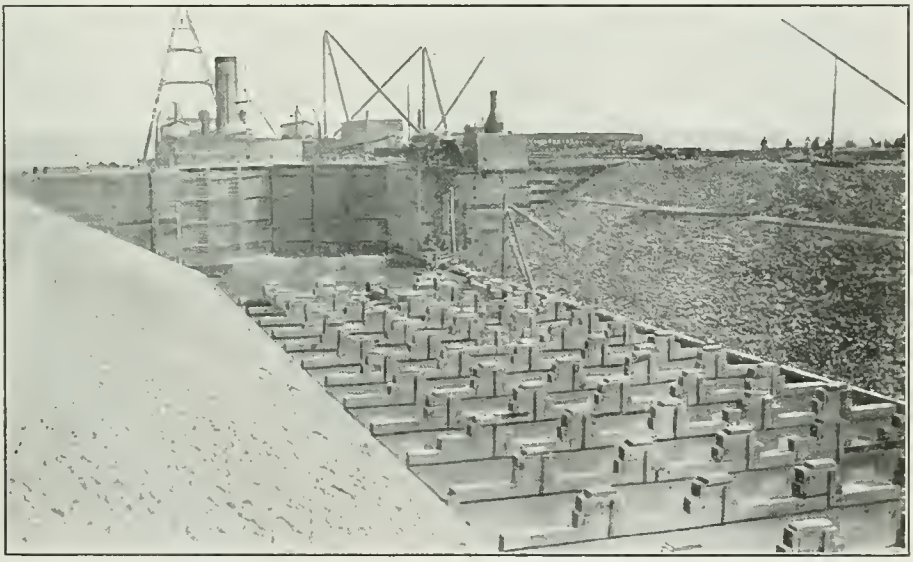
Hudson Bay Railway. Chemon Siding.

Hudson Bay Railway. Cut at Mile 53 looking north.

Hudson Bay Railway. Cormorant Lake looking south.

Hudson Bay Terminus. Hydraulic dredge "Port Nelson" at work in the ship channel.

Hudson Bay Terminus. View looking towards ship channel, showing work in progress on bridge piers. In the foreground hardwood and steel plate ice protection is being placed. In the immediate foreground, piles for the support of steel superstructure may be seen.



Hudson Bay Terminus. Showing drydock after hydraulic dredge has been moved out.

20—1916—32½

Hudson Bay Terminus. Drydock with tugs "Geo. W. Yates" and "Kathleen" entered for repairs during winter.

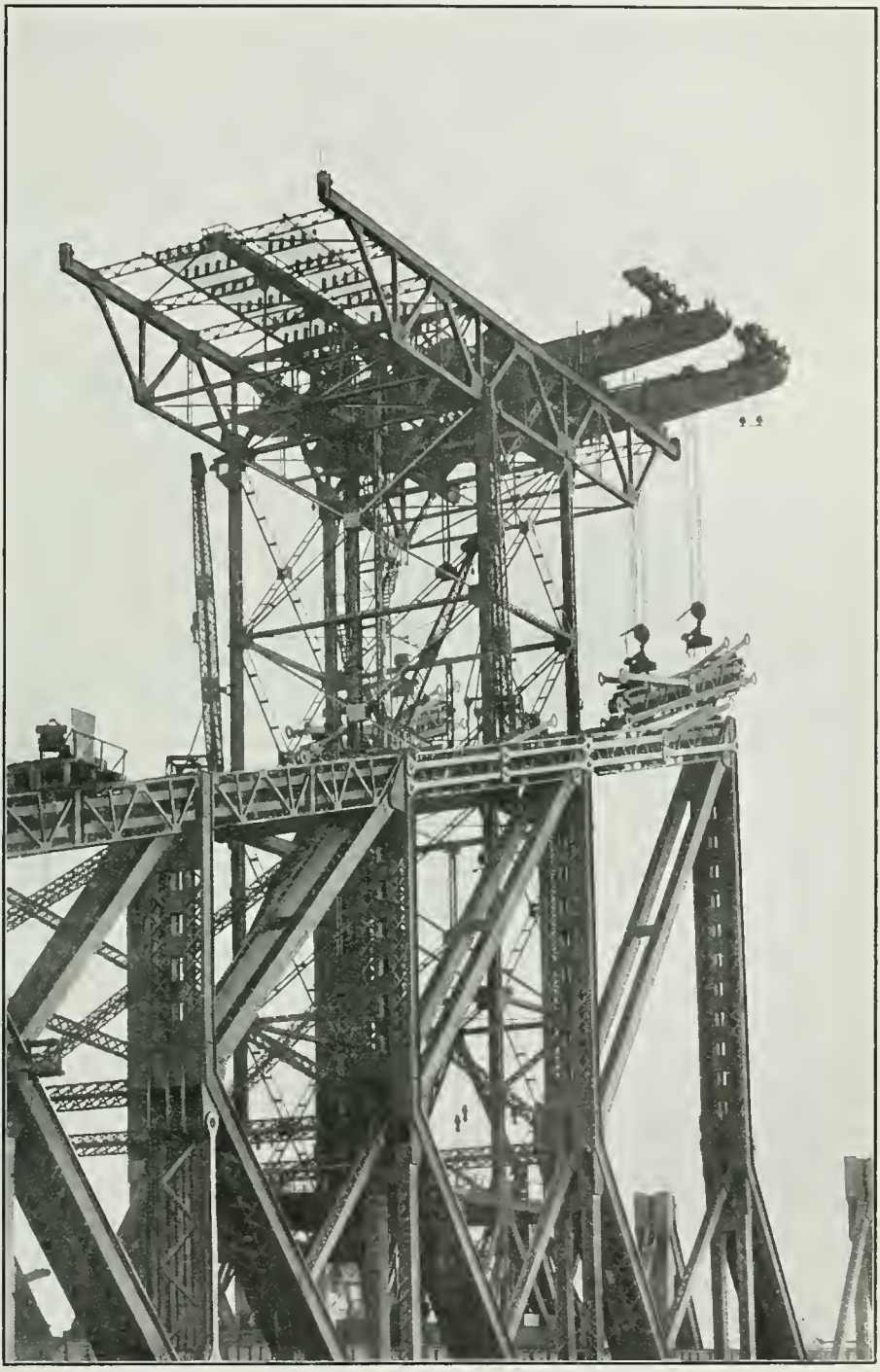
Hudson Bay Terminus. Government pier, showing temporary trestle. The locomotive crane in the centre of the picture is driving piles for bridge seats. Native timber is shown in the foreground.

Hudson Bay Terminus. View from season's terminal crib, looking shoreward, showing riprap protection about piers.

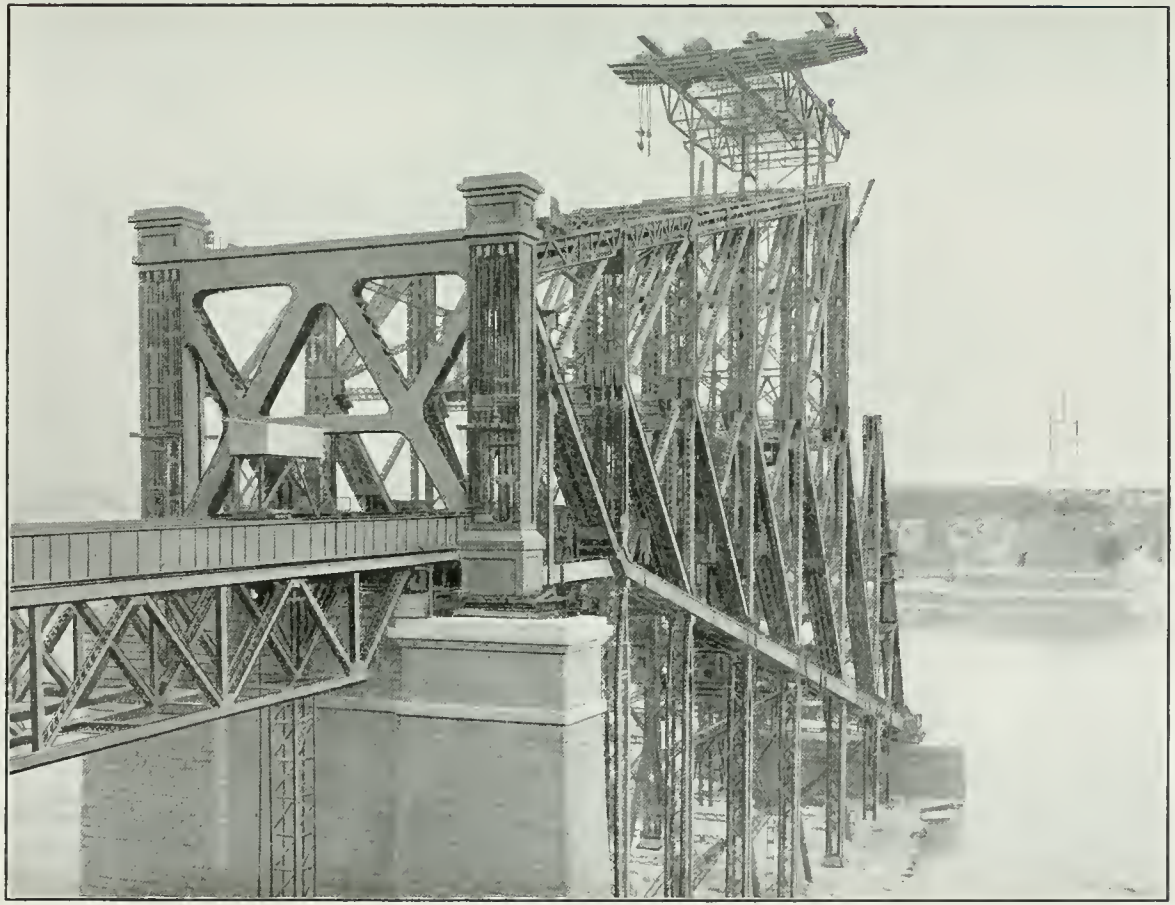
Hudson Bay Terminus. General view of pier in latter part of October, showing the erection of first span of bridge nearly completed. The remaining spans will be erected by the cantilever method.

Hudson Bay Railway Terminus at Port Nelson. View from end of Breakwater in early Spring.

Quebec Bridge over River St. Lawrence, looking eastward down the river.

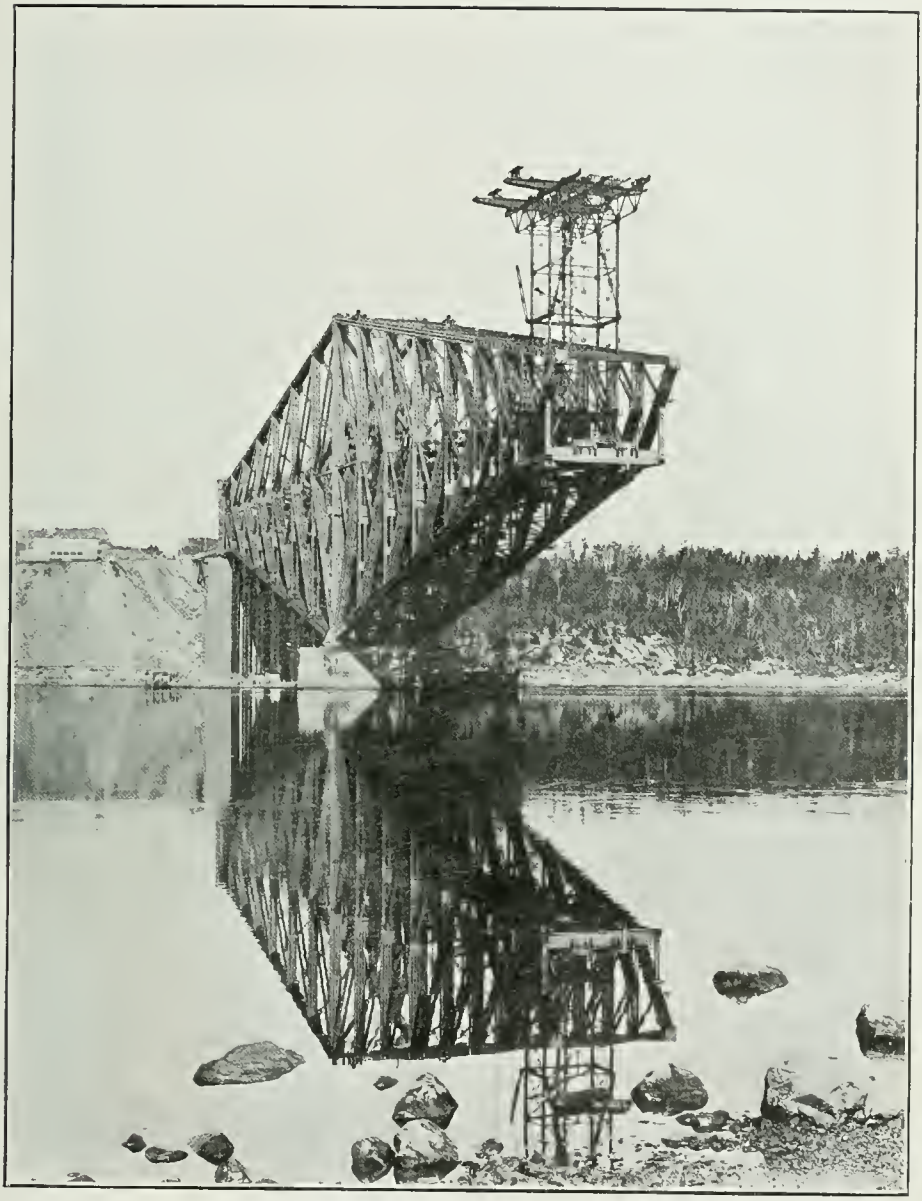


Quebec Bridge, over River St. Lawrence.
View showing progress of erection and traveller erecting panel of Top Chord Eyebars. Nov. 27, 1914.



Quebec Bridge, over River St. Lawrence

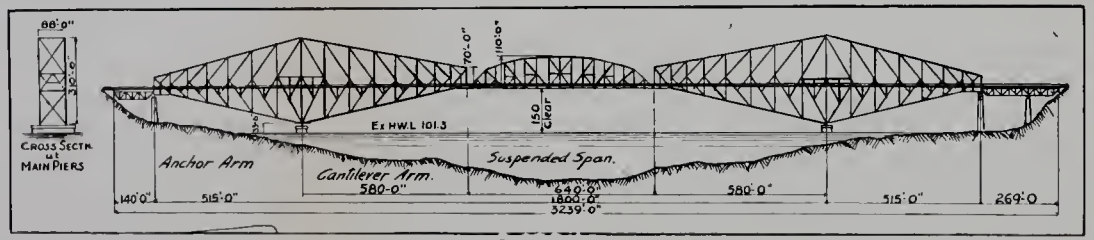
General view of site and progress of erection to date. The North Anchor Arm is practically complete between the Main pie and Anchor pier. The duplicate traveller is being erected on the south shore. April 9, 1915



Quebec Bridge over River St. Lawrence, north side.

Quebec Bridge, across River St. Lawrence

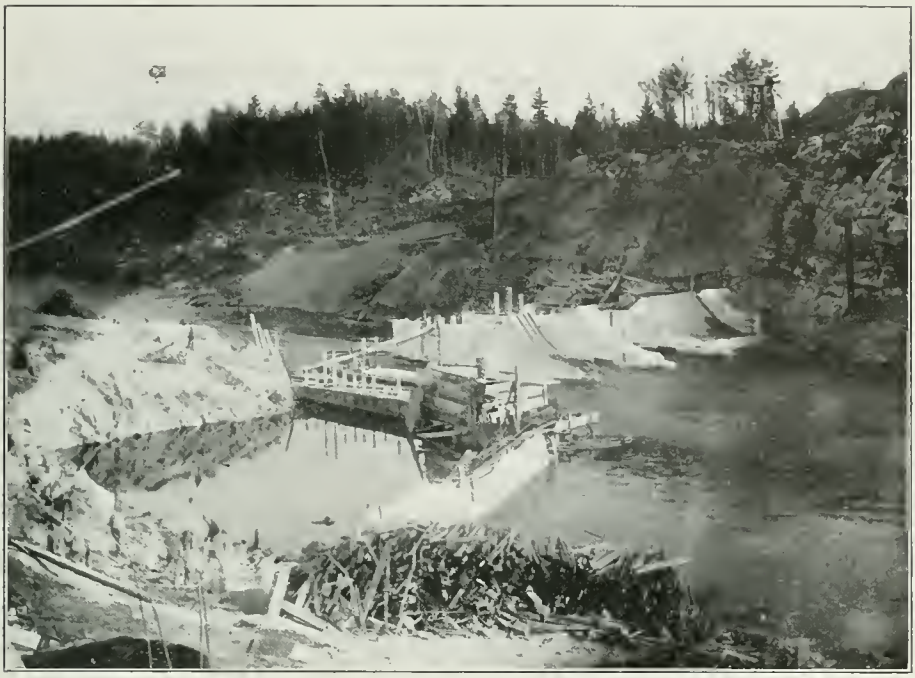
Quebec Bridge, across River St. Lawrence above Quebec, in course of construction.



Quebec Bridge.

20—1916—33½

Car Ferry "Leonard." For use in transporting trains across the St. Lawrence pending completion of the Quebec Bridge. The train platform is controlled by an hydraulic lift.

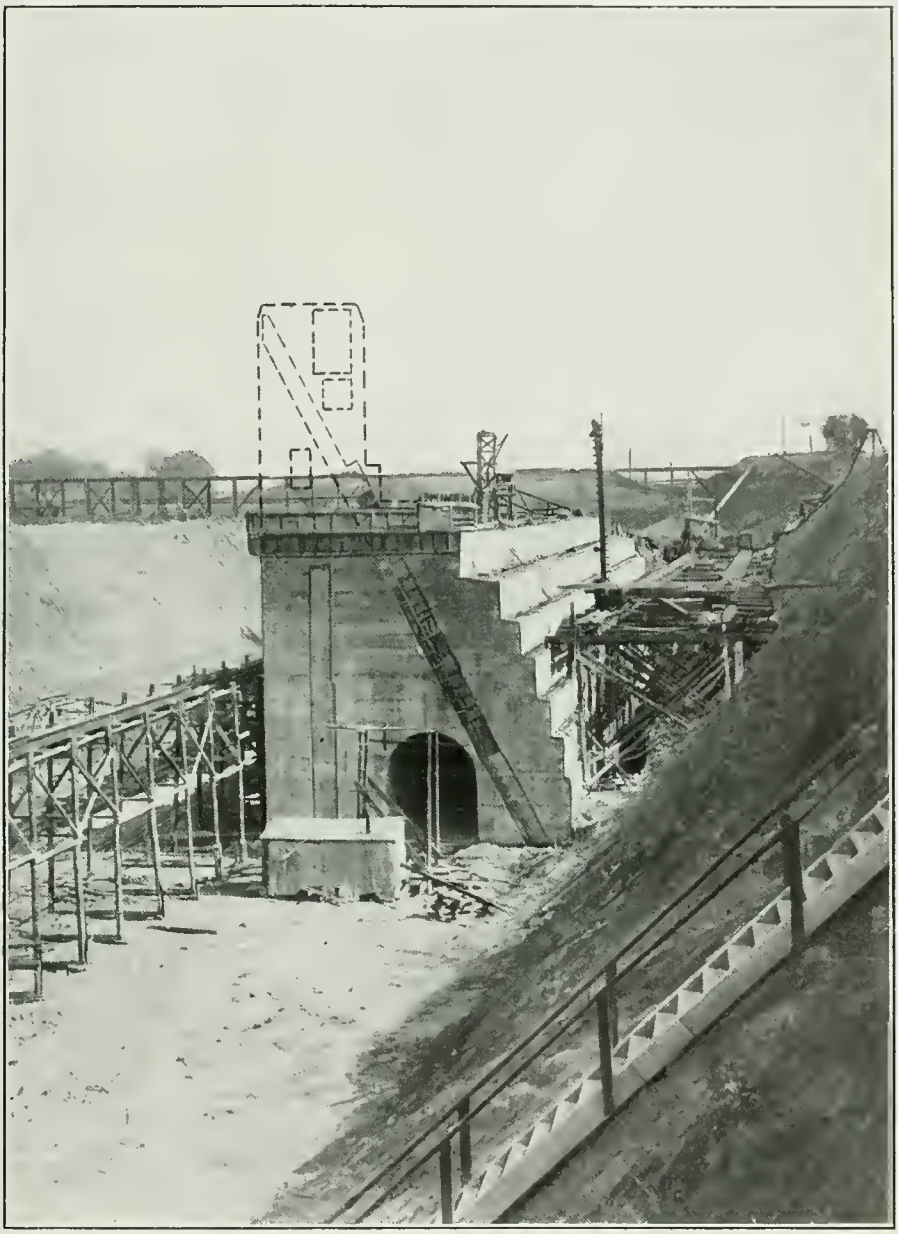


Trent Canal. Severn division. Bottom of Swift Rapids dam and wheelpit of power house.

Trent Canal. Severn Division. Looking down the Severn river from above Swift rapids.

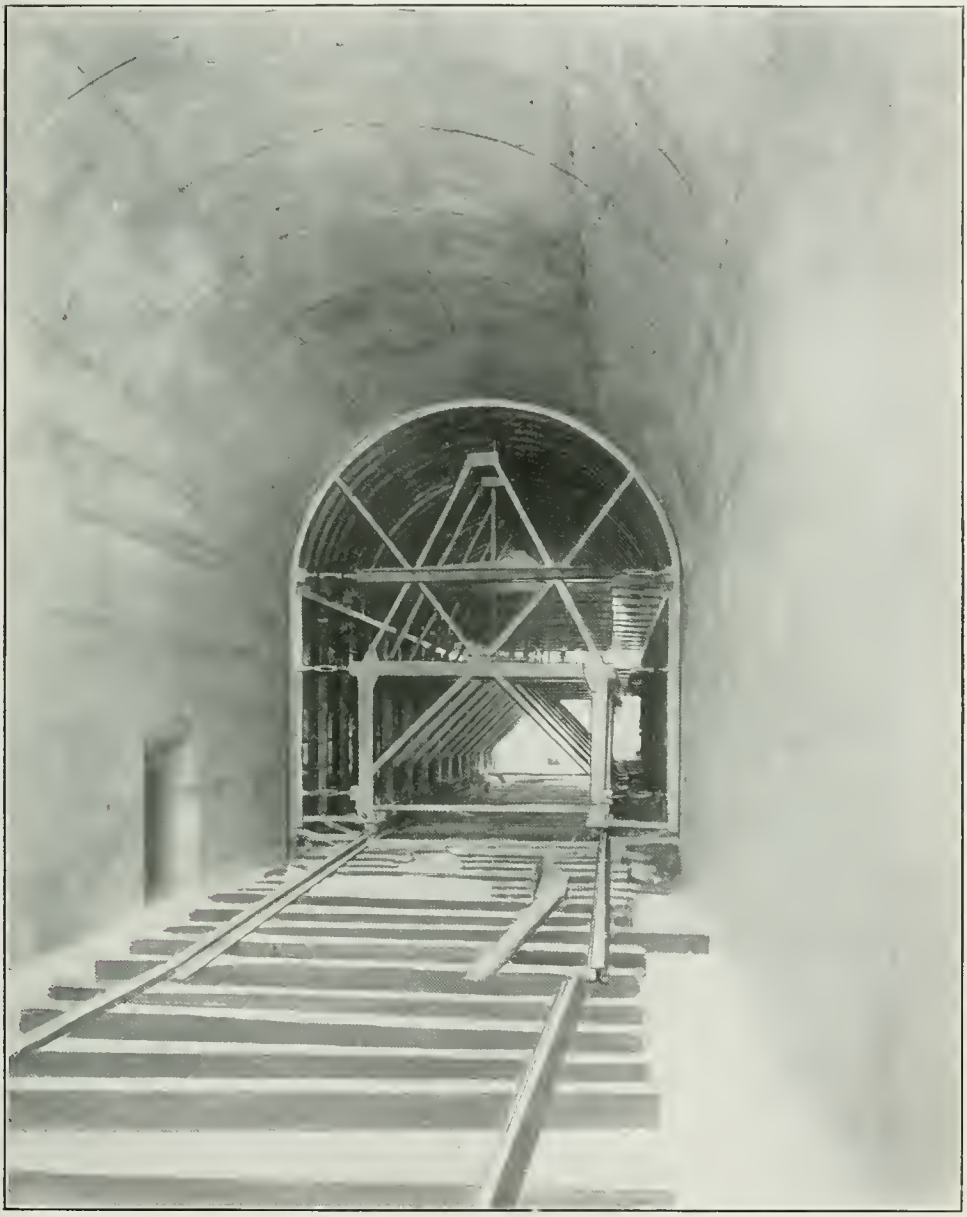
Trent Canal. Severn Division. Looking down Big Chute. April 23, 1915.

Trent Canal, Severn Division. Looking up the Severn River from below Swift Rapids.

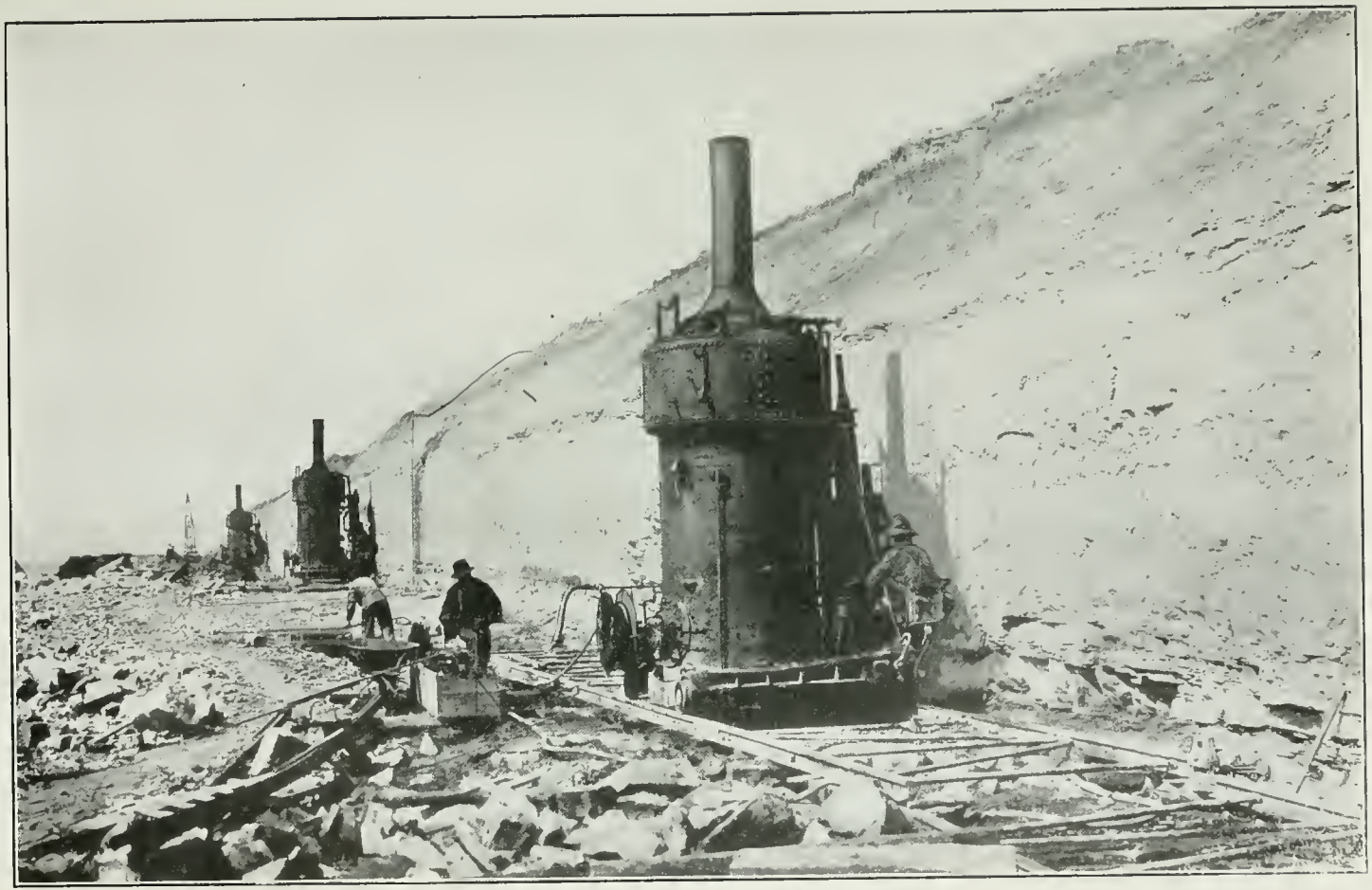


Welland Ship Canal. West Wall, Lock No. 1 (34 feet yet to be built shown dotted.)

Welland Ship Canal. Reinforced concrete Entrance Wall, Lock No. 1, being backfilled.

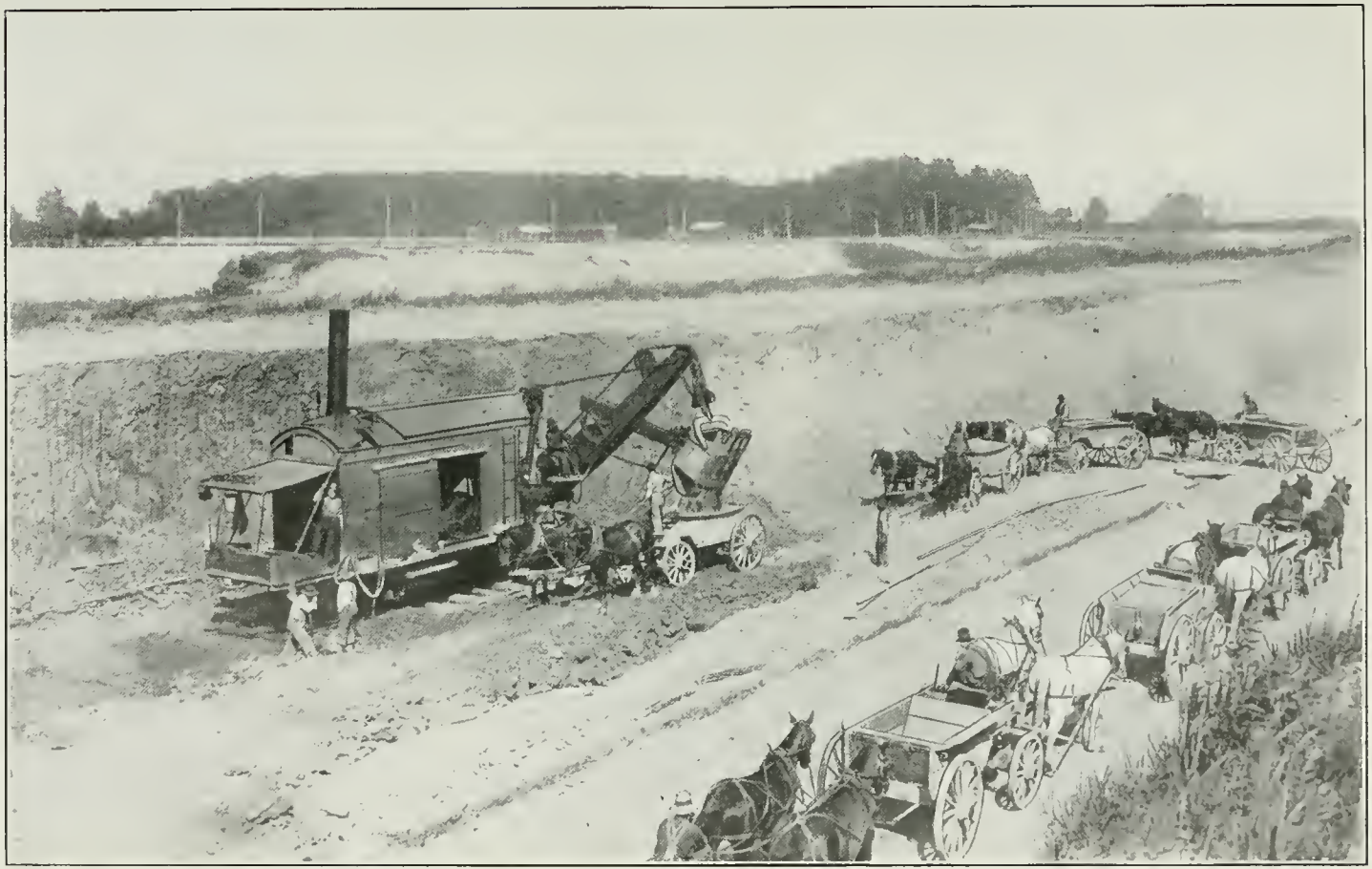


Welland Ship Canal. Interior of filling culvert in West Wall of Lock No. 1. Size 14 ft. x 16½ ft.



Welland Ship Canal. Channelling sides of rock cutting.

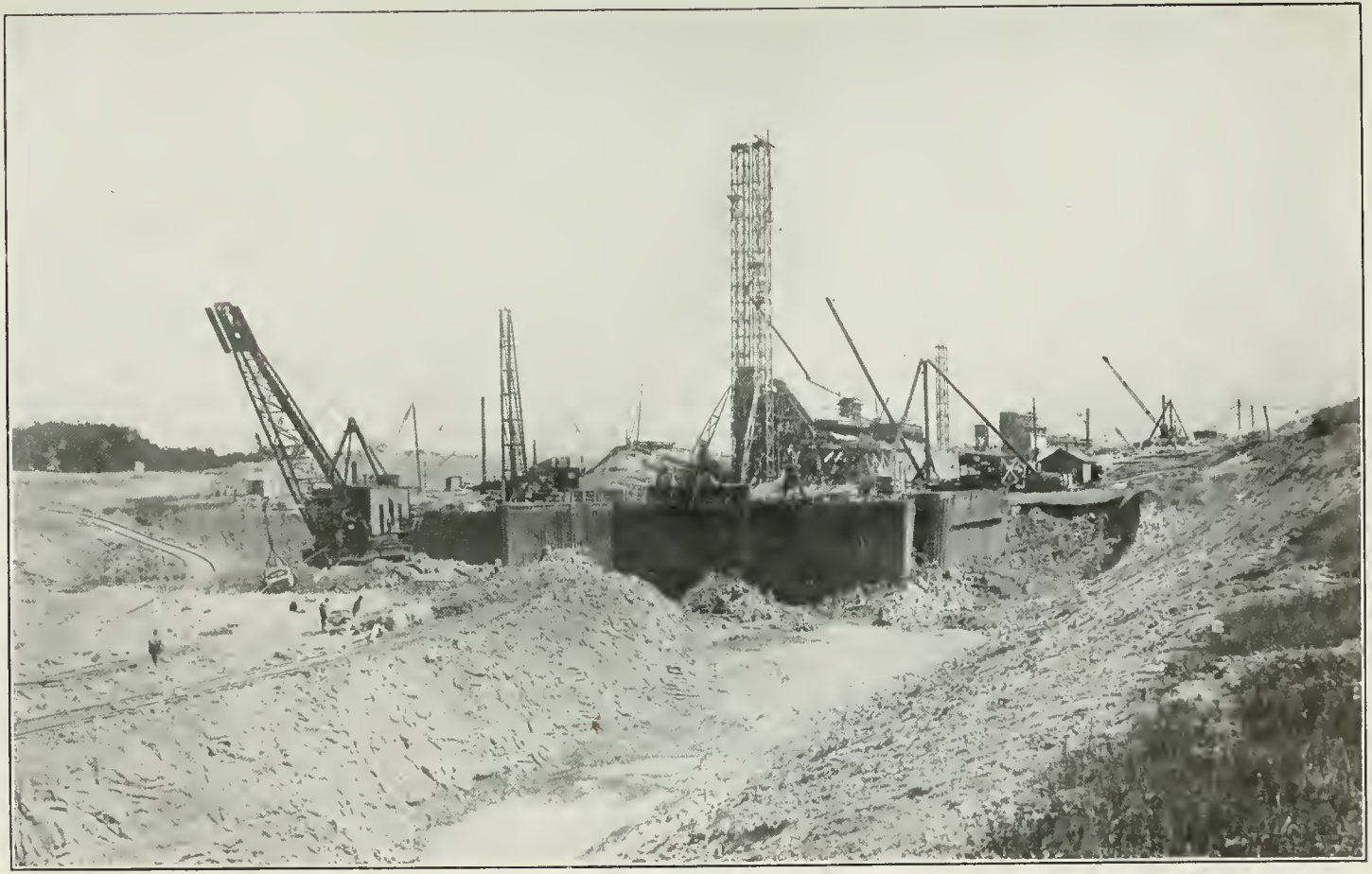
20—1916—31



Welland Ship Canal. Loading wagons with material for watertight embankment.

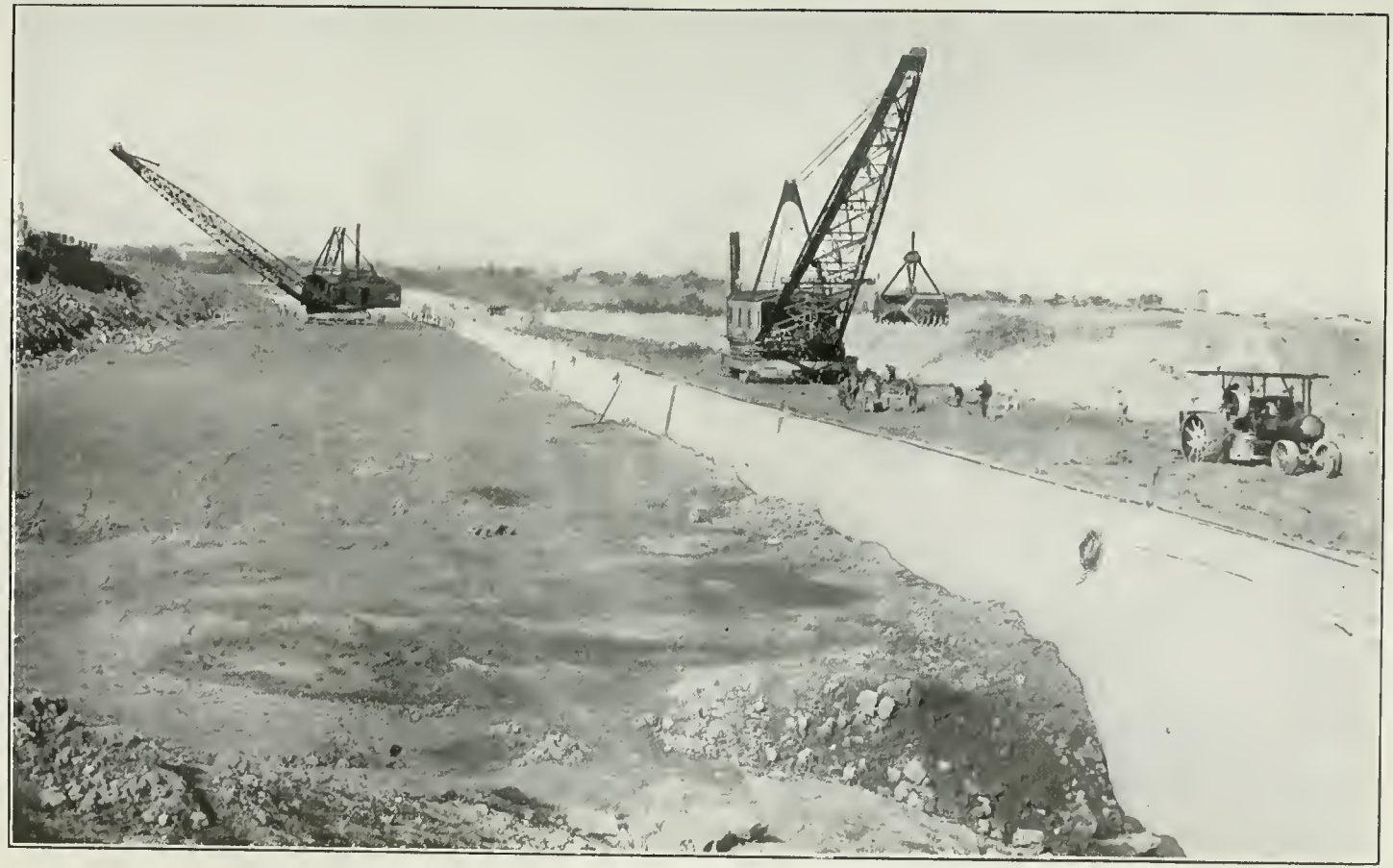
20—1916—344

Welland Ship Canal. Excavating with grading machine.

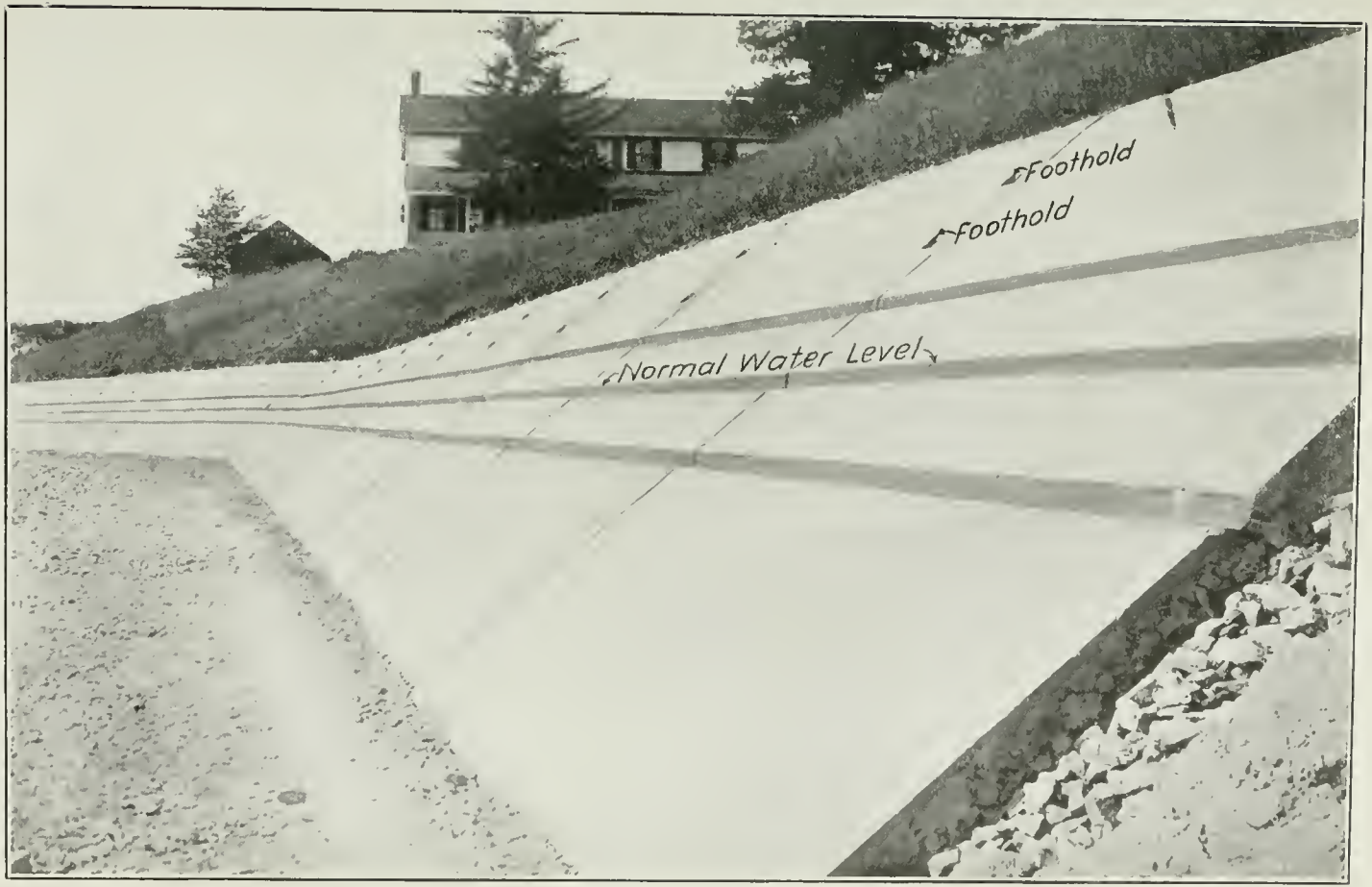


Welland Ship Canal. Upper end of pit for Lock No. 2.

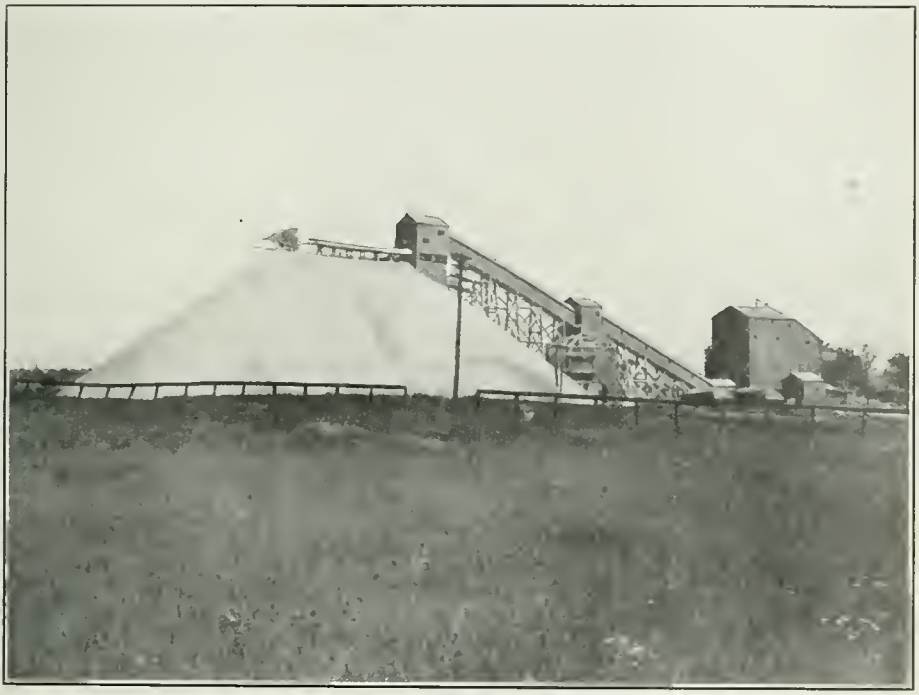
Welland Ship Canal. Spreader at work on Harbour Embankment.



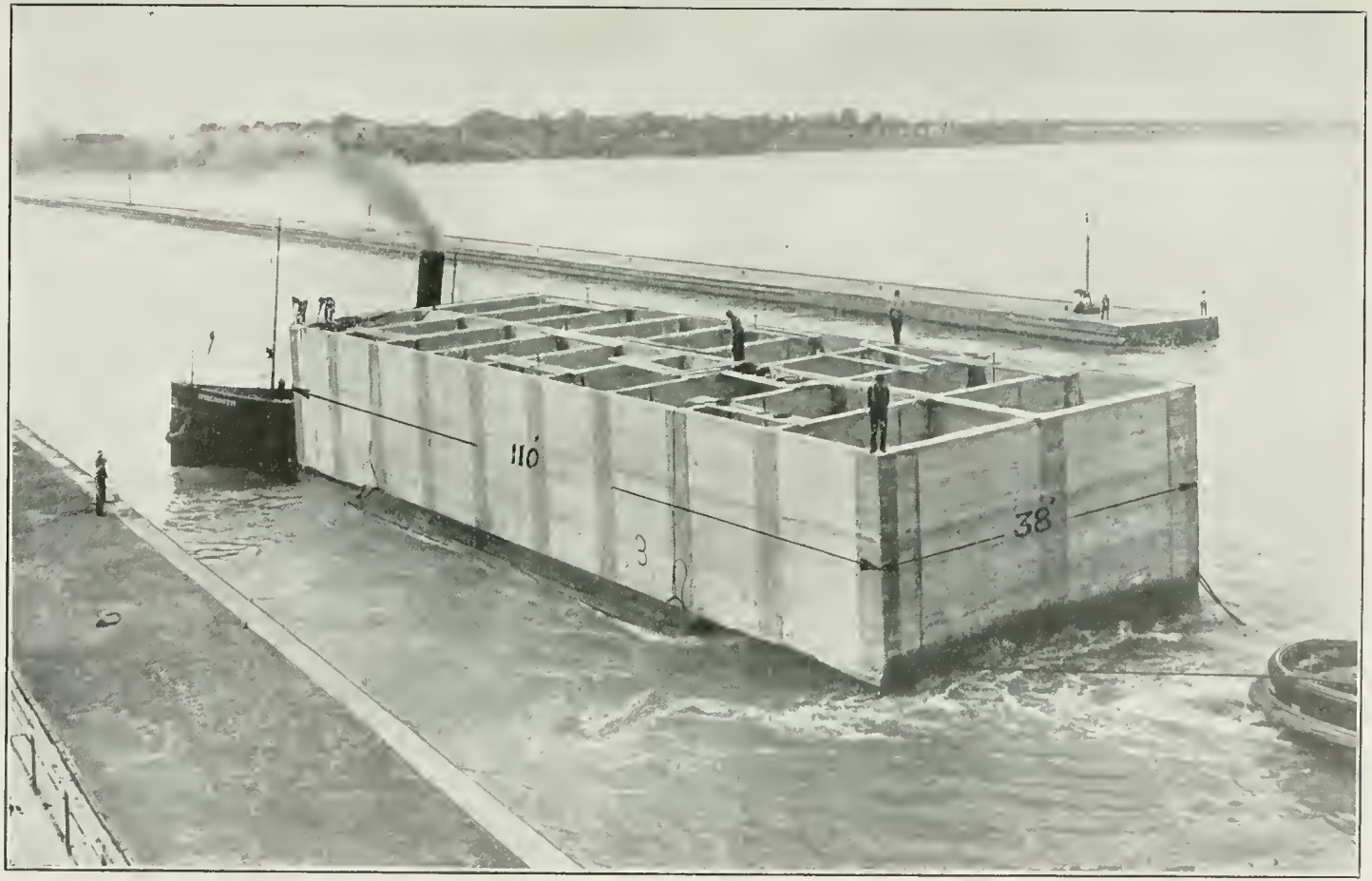
Welland Ship Canal. Building earth dam around concrete core-wall.



Welland Ship Canal. Concrete protection to banks.



Welland Ship Canal. 100,000 tons of crushed rock.



Welland Ship Canal. Towing reinforced concrete crib out of Port Dalhousie Harbour.

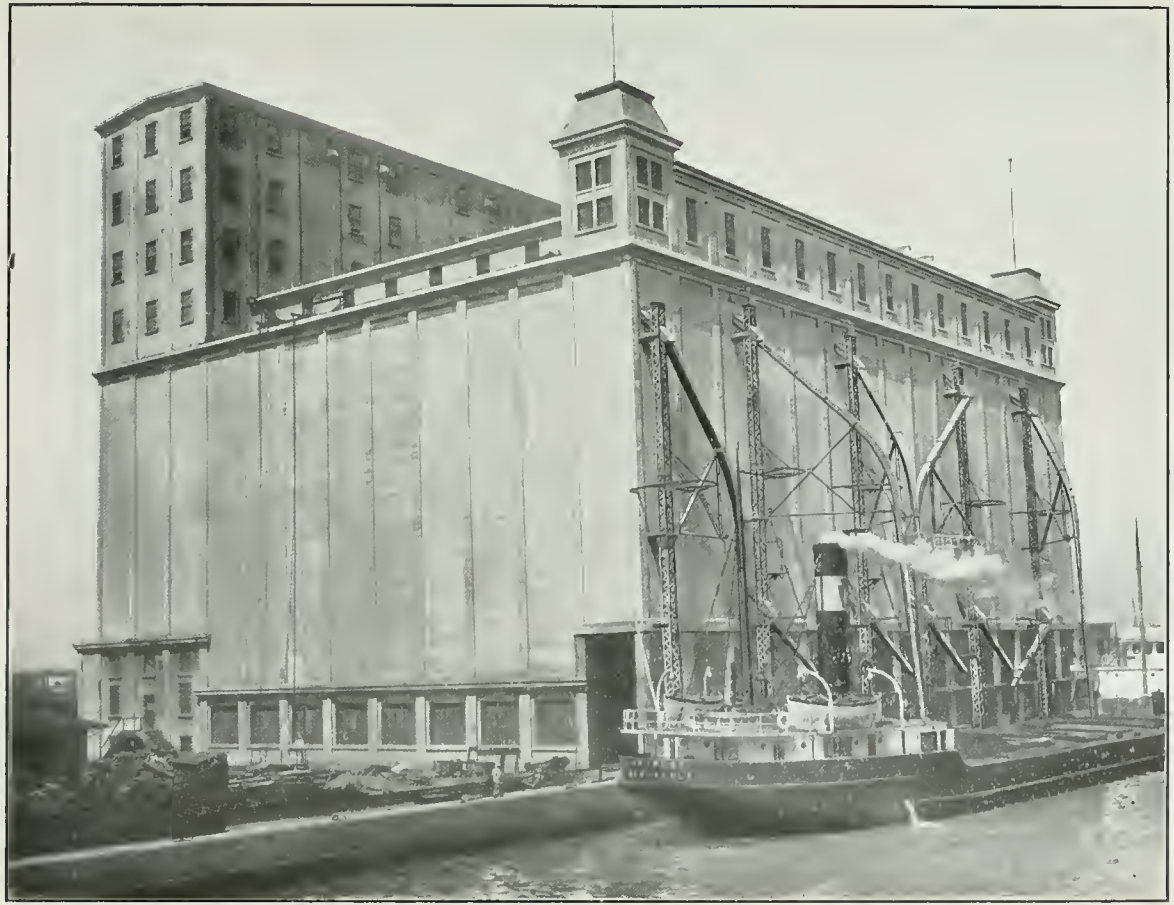
20—1916—35

Welland Ship Canal. Junction of rock cuts, relocated G.T. Ry. Line.

20—1916—35a

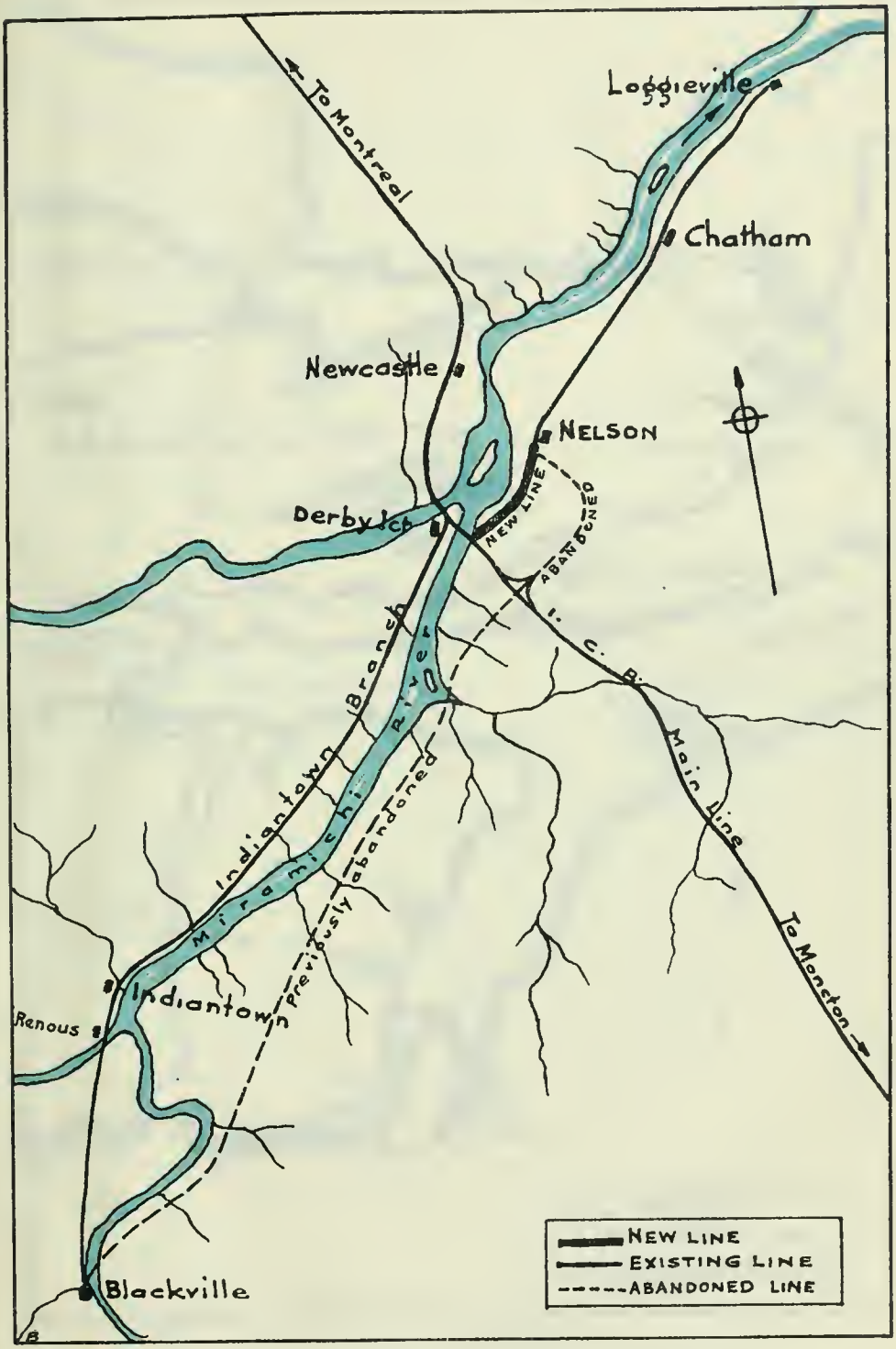
Welland Ship Canal. Port Weller Harbour, June 30th, 1915.

Welland Canal. Port Colborne Elevator. Showing four marine legs at work simultaneously.



Welland Canal. Port Colborne Elevator. Showing loading side of recent extension.

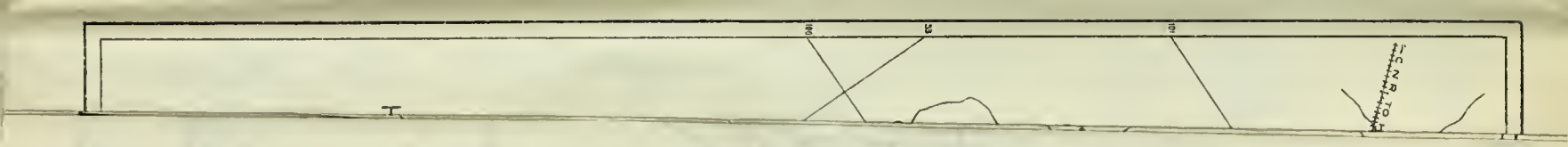
PLANS

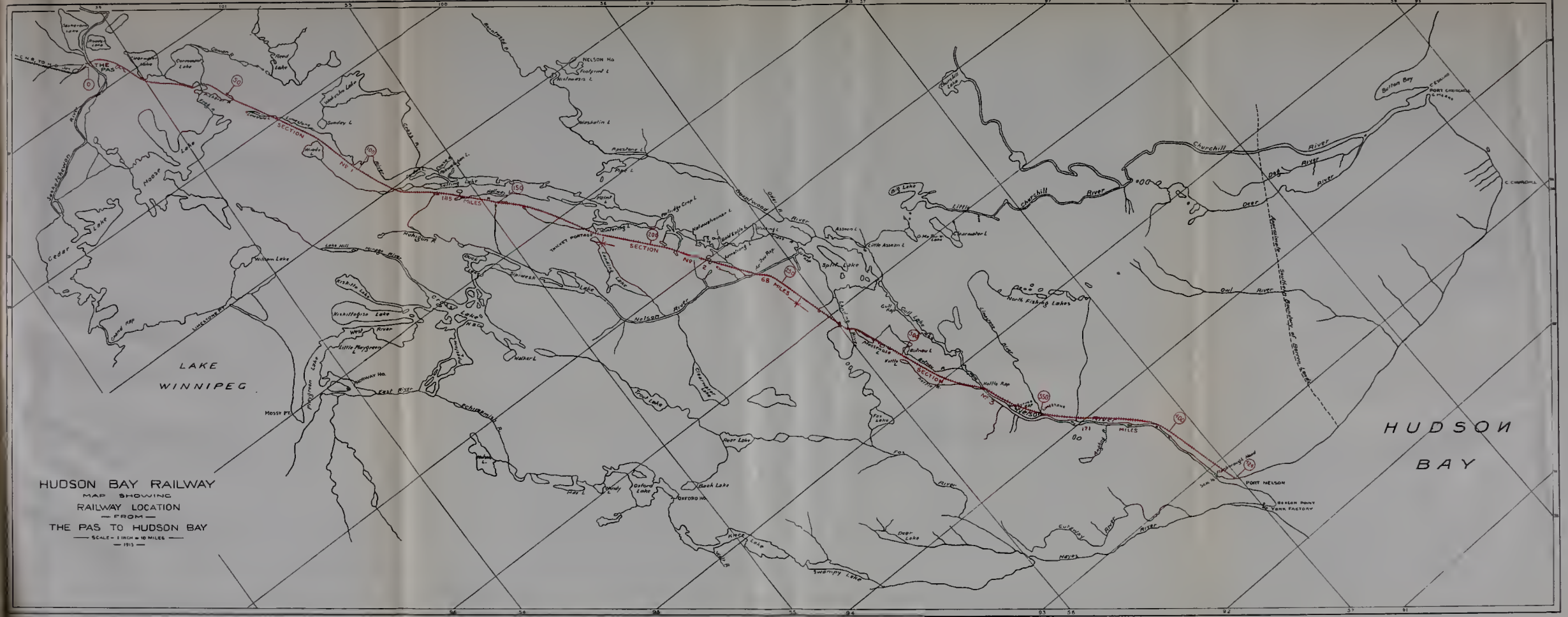


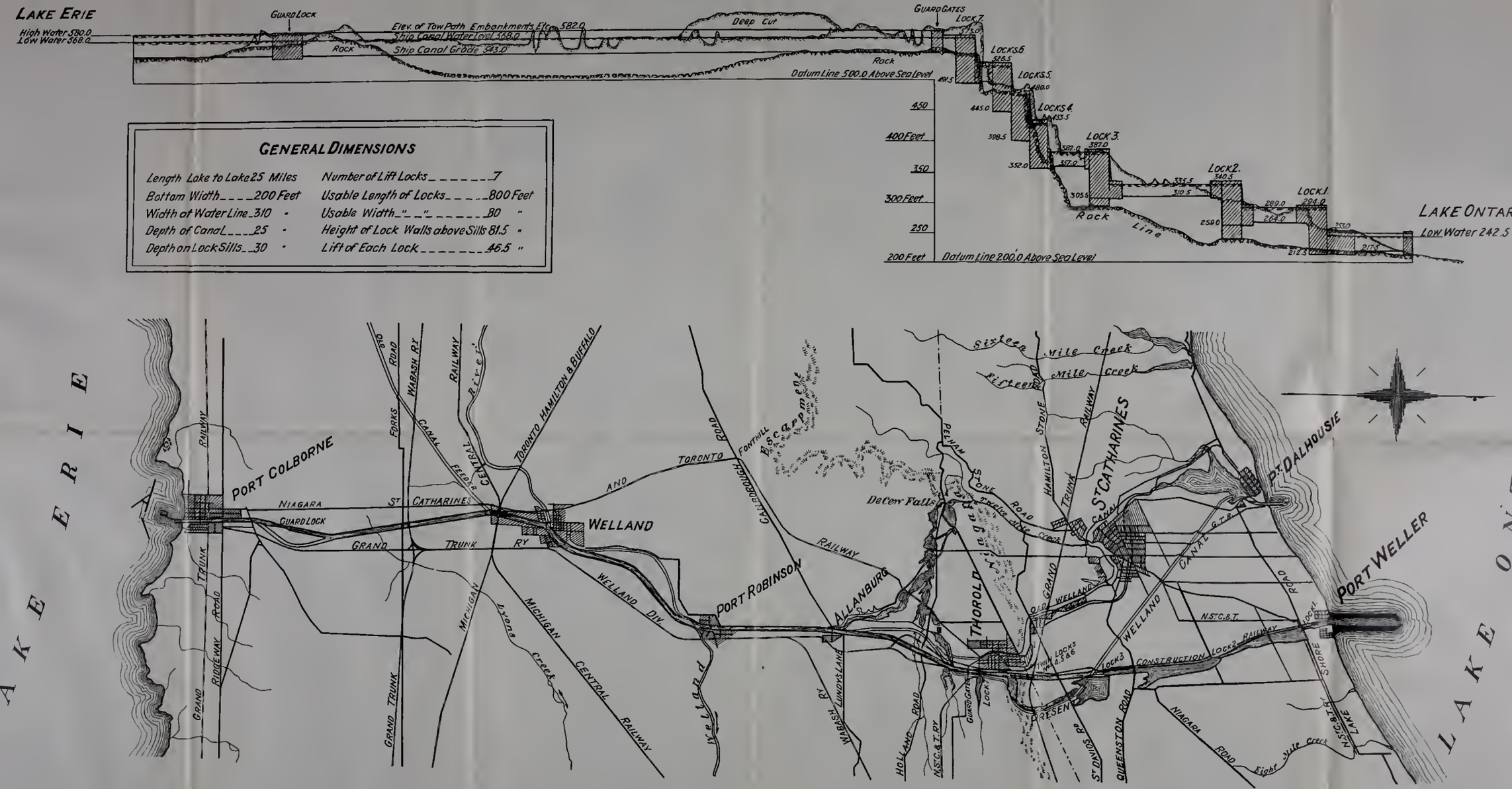
MAP OF DERBY JCT DIVERSION

MAP OF LEITCHES CREEK DIVERSION

INTERCOLONIAL RAILWAY
SKETCH MAP
SHOWING TERMINALS AND BRANCHES
AT
HALIFAX. N.S.
FEET
DARTMOUTH
RAILWAY
DARTMOUTH & BRANCH
THE NARROWS
HALIFAX
HARBOUR
ASYLUM
DARTMOUTH BRANCH
WOODSIDE
SUGAR REF.
NEW RLY TO DEAN
RICHMOND PIERS
RICHMOND YARD
DRY DOCK
NAVAL DOCKYARD
I.C.R. PIERS
BEDFORD BASIN
JUNCTION PLANS OF I.C.R.
WILLOW PARK YARD
FORT NEEDHAM
WELLINGTON BARRACKS
ADMIRALTY HOUSE
NORTH ST. STA.
TERMINAL YARD
ELEVATOR
OUTLINE OF WHARVES ONLY APPROXIMATE
GEORGE ISLAND
COTTON FAC.
EXHIBITION BUILDINGS
WILLOW PARK YARD AND SHOPS
CITADAL
COMMONS
BULKHEAD PASSENGER LANDING & QUAY
PUBLIC GARDEN
CAMP HILL CEMTY
PROPOSED FUTURE EXTENSIONS
POINT PLEASANT PARK
HALIFAX OCEAN TERMINALS RAILWAY
NORTH WEST ARM


T
TO N.B.

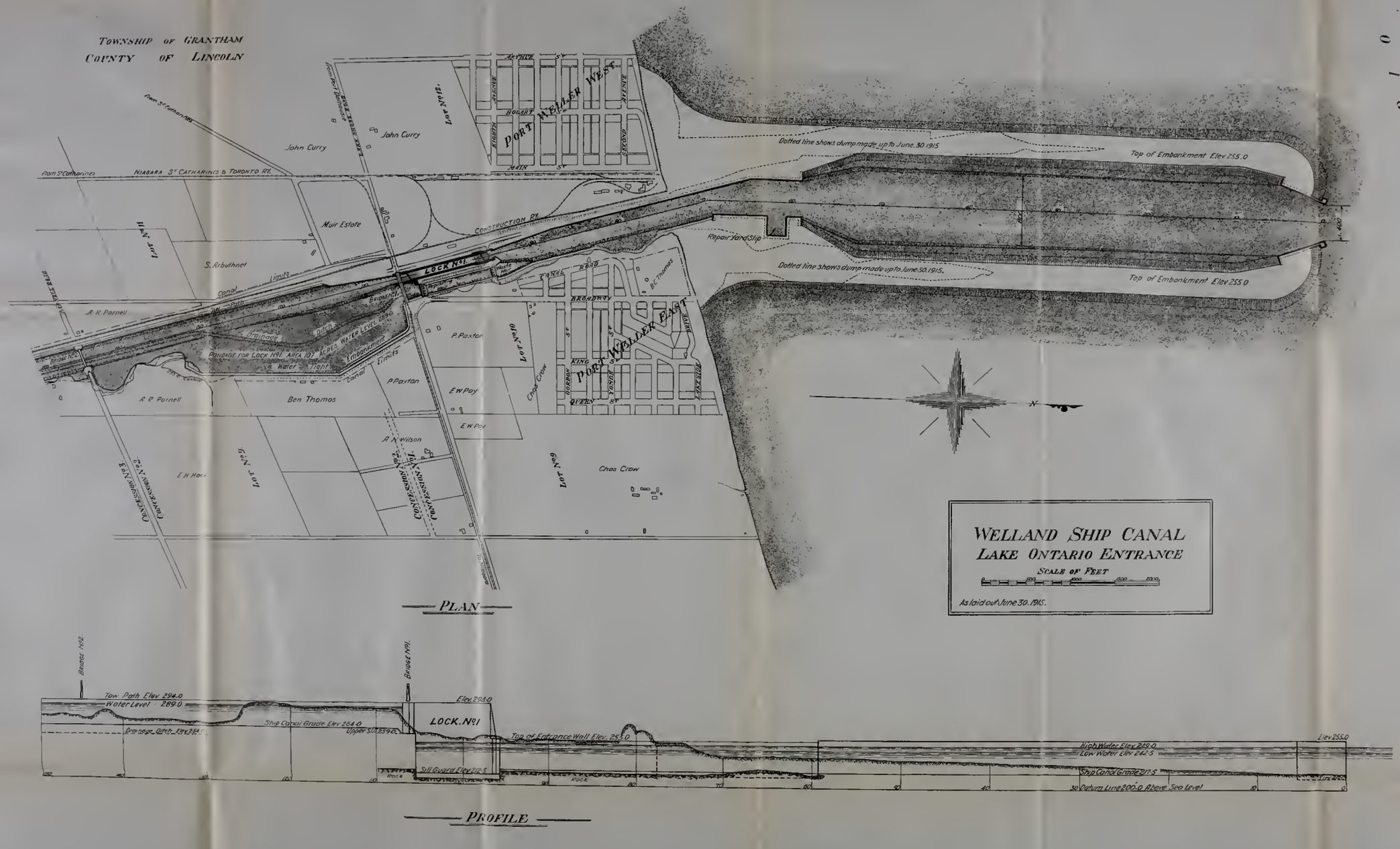

HUDSON BAY RAILWAY
MAP SHOWING
RAILWAY LOCATION
— FROM —
THE PAS TO HUDSON BAY
— SCALE — 1 INCH = 10 MILES —
— 1915 —
THE PAS
SECTION No 1
185 MILES
SECTION No 2
68 MILES
SECTION No 3
171 MILES
LAKE WINNIPEG
HUDSON BAY
NELSON R.
Churchill River
Oil River
Deer River
Gods River
Hayes River
Fox River
Echimamish R.
Grass R.
Burntwood R.
Moose Lake
Cedar Lake
William Lake
Walker L.
Oxford Lake
Back Lake
Deer Lake
Split Lake
North Fishing Lakes
Gull Lake
Gull Rapids
Assean L.
Little Assean L.
Charmotar L.
Waskaiowaka L.
Setting Lake
Wintering L.
Nelson House
Oxford House
Norway House
Mossy Pt.
Playgreen L.
Little Playgreen L.
Kiskittogisu Lake
Kisbilla Lake
Cranberry Lake
Sipanok Lake
Sundey L.
Wuskwatim L.
Footprint L.
Nelson Ho.
Mistikokan L.
Apussigan L.
Rapid Lake
Carrot R.
Carrot River
Moose River
Lake Hill
Mosquito Creek
Hughes R.
Wintering R.
Jackfish Rapids
Gillam
Port Nelson
Bayly Creek
Bayly Creek Ho.
Churchill
Button Bay
Port Churchill
Seal River
Owl River
Little Churchill River
Aberdeen
Southend Reindeer Service Lease
Limestone Rapids
Kettle Rapids
Stevenson Rapids
Limestone Bay
Lake Winnipegosis
Lake Manitoba
Lake Winnipeg
Lake St. Martin
Lake Dauphin
Lake Manitoba
Lake Winnipegosis



THE WELLAND SHIP CANAL

SCALE OF MILES

0 ½ 1 2 3 4 5 6


TOWNSHIP OF GRANTHAM
COUNTY OF LINCOLN
PORT WELLER WEST
PORT WELLER EAST
LOCK No 1
Dotted line shows dump made up to June, 30 1915
Top of Embankment Elev 255.0
Repair Yard Slip
CONSTRUCTION RY.
NIAGARA ST CATHARINES & TORONTO RY.
from St Catharines
John Curry
Muir Estate
S. Arbuthnot
A. R. Parnell
P. Paxton
E. W. Pay
Ben Thomas
A. N. Wilson
Chas Crow
E. H. Hall
Lot No 9
Lot No 10
CONCESSION No 3
CONCESSION No 2
Canal Limits
Towpath
Ditch
Embankment
Bridge No 1
Bridge No 2
Tow Path Elev 294.0
Water Level 289.0
Ship Canal Grade Elev 264.0
Upper Sill 259.0
Elev 294.0
LOCK. No 1
Top of Entrance Wall Elev. 255.0
Sill Guard Elev 221.5
High Water Elev 249.0
Low Water Elev 242.5
Ship Canal Grade 271.5
30 Datum Line 200.0 Above Sea Level
Elev 255.0
PLAN
PROFILE
WELLAND SHIP CANAL
LAKE ONTARIO ENTRANCE
SCALE OF FEET
As laid out June 30. 1915.
LAKE ONTARIO

LAKE ONTARIO
To Hamilton 34 Miles
To Toronto 30 Miles
To Toronto 28.5 Miles
To Kingston 128 Miles
HAMILTON
PORT WELLER
PT DALHOUSIE
ST CATHARINES
THOROLD
NIAGARA
NIAGARA FALLS
LOCKPORT
TONAWANDA
Grand Island
WELLAND
BUFFALO
PT COLBORNE
DUNNVILLE
Grand River
Welland River
Niagara River
Welland Ship Canal
Old Welland Canal
Present Welland Canal
G T RY
M C RY
N S & T RY
M G RY
T H & B RY
Canal Feeder
To Buffalo 20 Miles
To Dunkirk 26 Miles
To Detroit 240 Miles
To Cleveland 157 Miles
To Erie 66 Miles
LAKE ERIE
NEW YORK STATE
DUNKIRK
NIAGARA PENINSULA
PLAN SHOWING LOCATION OF
WELLAND SHIP CANAL
Scale of Miles

DEPARTMENT OF RAILWAYS AND CANALS

CANAL STATISTICS

FOR THE

SEASON OF NAVIGATION

1915

PRINTED BY ORDER OF PARLIAMENT

OTTAWA
PRINTED BY J. DE L. TACHÉ, PRINTER TO THE KING'S MOST EXCELLENT MAJESTY
1916

[No. 20*a*—1916.]

To Field Marshal, His Royal Highness Prince Arthur William Patrick Albert, Duke of Connaught and of Strathearn, K.G., K.T., K.P., etc., etc., etc., Governor General and Commander in Chief of the Dominion of Canada.

May it Please Your Royal Highness,—

The undersigned has the honour to present to your Royal Highness, Canal Statistics for the year ended December 31, 1915.

All of which is respectfully submitted.

F. COCHRANE,
Minister of Railways and Canals.

To the Honourable F. COCHRANE,
Minister of Railways and Canals.

SIR,—I have the honour to submit the annual report of the Comptroller of Statistics in relation to the operations of the Canals of the Dominion for the year ended December 31, 1915.

I have the honour to be, sir,

Your obedient servant,

A. W. CAMPBELL,
Deputy Minister of Railways and Canals.

OFFICE OF THE COMPTROLLER OF STATISTICS,
OTTAWA, February 18, 1916.

A. W. CAMPBELL, Esq., C.E.,
Deputy Minister of Railways and Canals.

SIR,—I have the honour to submit herewith Canal Statistics for the year ended December 31, 1915.

Traffic through the Canals of Canada had a total volume of 15,198,803 tons, as compared with 37,023,237 tons, for the preceding year. The decrease amounted to 21,824,434 tons, or 58·9 per cent.

The following table gives in succinct form the record of canal traffic for 1915:—

——	Tons.	Increase.	Decrease.
	Tons.	Tons.	Tons.
Sault Ste. Marie	7,750,957		19,848,227
Welland	3,061,012		799,957
St. Lawrence	3,409,467		982,026
Chambly	478,707	41,802	
St. Peter's	2,895		51,285
Murray	30,728		53,179
Ottawa	272,370		62,762
Rideau	120,781		30,958
Trent	49,904		17,811
St. Andrews	21,982		20,031
Total	15,198,803	41,802	21,866,236

It will be seen that 91·0 per cent of the decrease in 1915 occurred at Sault Ste. Marie. Of the decline of 19,848,227 tons at that gateway, 1,049,241 tons attached to Canadian traffic, and 18,798,986 tons to American traffic; or 5·1 in the former case and 94·9 in the latter. A study of the tables which will appear in other parts of these introductory observations, as well as in the body of this report, makes it clear that the decrease in both Canadian and American traffic was largely in the nature of a diversion to the American canal at Sault Ste. Marie. The cause of this diversion was the availability of a new lock on the American side, having a much larger capacity than the lock on the Canadian side. There are now three locks on the United States side of the St. Marys river, the last to be opened having a depth of 24·5 feet at extreme low water. There is but one lock on the Canadian side, with a minimum depth of 18·25 feet. The practicability of carrying a heavier load through the new American lock drew away nearly all the iron ore trade and a good deal of wheat from the Canadian canal.

The gross traffic through the canals since 1905 was as follows:—

	Tons.
1905	9,371,744
1906	10,523,185
1907	20,543,639
1908	17,502,820
1909	33,720,748
1910	42,990,608
1911	38,030,353
1912	47,587,245
1913	52,053,943
1914	37,023,237
1915	15,198,803

The following table shows the total traffic for 1914 and 1915 by canals and by months:—

	Sault. Ste. Marie.	Welland.	St. Lawrence.	Chambly.	Ottawa.	Rideau.	St. Peters.	Murray.	Trent.	St. Andrews.	Total.
1914.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons	Tons.	Tons.	Tons.	Tons.	Tons
April	437,182	77,805	33,947	.....	2,081	.....	494	2,865	.....	.....	554,605
May	3,939,578	569,909	655,929	33,517	60,860	27,823	6,785	5,726	4,277	2,930	5,307,123
June	4,653,580	581,388	673,678	74,959	73,030	30,090	6,724	15,945	10,069	16,194	6,136,657
July	4,749,845	618,038	764,625	74,834	62,902	28,537	6,017	11,540	11,160	13,335	6,339,831
August	4,799,387	583,441	681,136	84,919	54,515	24,210	3,565	11,370	13,004	5,833	6,261,380
September	4,669,372	593,822	635,327	80,400	36,475	16,944	3,490	18,071	13,684	2,361	6,099,946
October	3,355,305	537,729	626,996	58,830	31,137	16,633	10,605	8,315	13,574	1,360	4,660,484
November	815,235	270,337	311,281	29,448	14,132	7,502	12,034	8,575	1,927	.....	1,470,471
December	179,700	28,500	8,574	.....	.....	.....	4,466	1,500	.....	.....	222,740
Total	27,599,184	3,860,969	4,391,493	436,905	335,132	151,739	54,180	83,907	67,715	42,013	37,023,237
1915.											
April	115,684	170,343	97,090	7,724	4,472	.....	728	2,200	109	.....	398,350
May	318,488	450,178	523,260	65,675	38,195	21,367	1,988	1,925	4,359	1,370	1,426,805
June	371,484	441,911	507,289	79,571	32,989	24,171	179	4,194	10,459	423	1,472,670
July	552,410	396,012	459,515	84,897	56,265	19,371	.....	3,962	13,554	1,625	1,587,611
August	748,770	427,962	508,199	74,627	37,512	10,810	.....	4,076	8,045	9,020	1,829,021
September	1,390,240	425,272	457,765	69,096	49,886	15,291	.....	4,685	5,082	7,400	2,424,717
October	2,271,098	425,636	522,425	60,412	40,503	19,501	.....	6,982	6,128	2,144	3,354,829
November	1,634,451	268,961	311,480	36,705	12,548	10,270	.....	1,704	2,126	.....	2,278,245
December	348,332	54,737	22,444	.....	.....	.....	.....	1,000	42	.....	426,555
Total	7,750,957	3,061,012	3,409,467	478,707	272,370	120,781	2,895	30,728	49,904	21,982	15,198,803

Following is a summary of traffic, by months, during the past five years:—

—	1911.	1912.	1913.	1914.	1915.
	Tons.	Tons.	Tons.	Tons.	Tons.
January	254	181	397	494	.....
April	722,311	77,871	875,226	554,111	398,350
May	5,170,587	6,134,122	7,260,227	5,307,123	1,426,805
June	5,451,549	6,851,248	7,647,189	6,136,657	1,472,670
July	5,798,169	7,054,060	8,137,169	6,339,831	1,587,611
August	5,778,187	7,159,871	7,625,782	6,261,380	1,829,021
September	5,466,054	6,983,913	7,531,379	6,069,946	2,424,717
October	5,514,042	7,321,846	7,350,914	4,660,484	3,354,829
November	3,657,824	5,369,493	4,891,143	1,470,471	2,278,245
December	471,376	634,640	734,487	222,740	426,555
Total	38,030,353	47,587,245	52,053,913	37,023,237	15,198,803

The following further summary gives the record of traffic, by canals, for 1910 and succeeding years:—

—	1910.	1911.	1912.	1913.	1914.	1915.
Sault Ste. Marie	36,395,687	30,951,709	39,669,655	42,699,324	27,599,184	7,750,957
Welland	2,326,290	2,537,629	2,851,915	3,570,714	3,860,969	3,061,012
St. Lawrence	2,760,752	3,105,708	3,477,188	4,302,427	4,391,493	3,409,467
Chambly	669,299	599,829	618,415	555,602	436,905	478,707
St. Peters	85,951	75,298	74,809	71,514	54,180	2,895
Murray	177,941	163,457	170,081	180,576	83,907	30,728
Ottawa	385,261	320,071	392,350	365,438	335,132	272,370
Rideau	134,881	172,227	160,133	171,223	151,739	120,781
Trent	46,263	57,290	77,150	55,800	67,715	49,904
St. Andrews	8,283	47,135	95,549	81,295	42,013	21,982

Eliminating all duplications, the net tonnage for 1915 is shown in the following table:—

Canals.	Canadian.	United States.	Net Tonnage.	Gross Tonnage
	Tons.	Tons.	Tons.	
Sault Ste. Marie	2,446,055	5,184,427	7,630,482	7,750,957
Welland	847,190	1,623,268	2,470,458	3,061,012
St. Lawrence	942,078	405,828	1,347,906	3,409,467
Chambly	262,752	186,516	449,268	478,707
Ottawa	210,375	.....	210,375	272,370
Rideau	120,781	.....	120,781	120,781
St. Peters	2,895	.....	2,895	2,895
Trent	49,904	.....	49,904	49,904
Murray	27,942	2,786	30,728	30,728
St. Andrews	21,982	.....	21,982	21,982
Total	4,931,954	7,402,825	12,334,779	15,198,803

The traffic of 1915 and 1914 is analyzed by classes of commodities in the following tabular statement:—

Canals.	Agricultural Products.	Animal Products.	Manufactures.	Products of Forest.	Products of Mines.	Total.
1915.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.
Sault Ste. Marie	2,655,789	655	441,293	89,218	4,564,002	7,750,957
Welland	1,306,803	1	320,442	308,660	1,125,106	3,061,012
St. Lawrence	1,204,523	4,685	276,713	601,255	1,322,291	3,409,467
Chambly	7,163	784	21,605	280,117	169,038	478,707
St. Peters	381	10	322	179	2,003	2,895
Murray	153	271	6,523		23,781	30,728
Ottawa	4,202	2,889	16,089	155,669	93,521	272,370
Rideau	1,521	1,690	10,186	10,211	97,173	120,781
Trent	1,990	299	2,751	44,575	289	49,904
St. Andrew's		5	187	4,894	16,896	21,982
Total	5,182,525	11,289	1,096,111	1,494,778	7,414,100	15,198,803
1914.						
Sault Ste. Marie	3,799,337	217	487,789	40,956	23,270,885	27,599,184
Welland	2,116,378	275	361,174	360,434	1,022,708	3,860,969
St. Lawrence	2,020,035	6,905	297,269	668,775	1,398,509	4,391,493
Chambly	9,248	211	11,111	293,242	123,093	436,905
St. Peters	11,845	1,543	4,117	3,126	33,549	54,180
Murray	149		21,605	430	61,723	83,907
Ottawa	3,032	3,183	18,663	171,440	138,814	335,132
Rideau	2,027	3,010	13,466	15,041	118,195	151,739
Trent	795	336	3,043	62,473	1,068	67,715
St. Andrews	22	1	288	6,050	35,652	42,013
Total	7,962,868	15,681	1,218,525	1,621,967	26,204,196	37,023,237

	Decrease. Tons.	Decrease. Per cent.
Sault Ste. Marie	19,848,227	91·0
Welland	799,957	3·8
St. Lawrence	982,026	4·5
Chambly	41,802	
St. Peters	51,285	2·3
Murray	53,179	2·4
Ottawa	62,762	2·9
Rideau	30,958	1·4
Trent	17,811	·8
St. Andrews	20,031	·9
Net decrease	21,824,434	

The following statement shows the tonnage of commodities by classes moved through all the canals in 1915:—

	Tons.
Agricultural products	5,182,525
Animal products	11,289
Manufactures	1,096,111
Products of the forest	1,494,778
Products of the mine	7,414,100
Total	15,198,803

Following were the percentages attaching to each commodity class in 1915 and five preceding years:—

	1910.	1911.	1912.	1913.	1914.	1915.
	Per cent.	Per cent.	Per cent.	Per cent.	Per cent.	Per cent.
Agricultural products	10·2	14·2	14·51	16·40	21·51	34·11
Animal products	1·2	·1	·04	·04	·04	·07
Manufactures	5·2	6·2	4·68	3·61	3·29	7·21
Products of forests	3·9	4·0	3·43	3·22	4·38	9·83
Products of mines	79·5	75·5	77·34	76·73	70·78	48·78

The rise in the ratio of agricultural products and the decline in products of the mines are striking features of the traffic situation in 1915.

CANADIAN AND AMERICAN TRAFFIC.

The canals of Canada and the United States being free of tolls, or restrictions of any character, there is absolute reciprocity in the use made of them by the vessels of each nation.

The following table shows the number and tonnage of Canadian and American vessels, and also the tonnage of Canadian and American traffic, which passed through the canals of Canada in 1908 and succeeding years:—

Year.	Canadian Vessels.		U. S. Vessels.		Freight Tonnage.		
	No.	Tonnage.	No.	Tonnage.	Canadian.	United States.	Total.
1908	29,040	6,780,789	7,489	4,835,320	5,012,147	12,190,673	17,502,820
1909	22,507	7,811,578	9,996	16,459,322	7,378,057	26,342,691	33,720,748
1910	25,337	8,931,790	11,462	21,777,297	7,883,614	35,106,994	42,990,608
1911	25,585	9,172,192	10,370	18,231,622	7,792,907	30,237,446	38,030,353
1912	27,371	10,237,335	11,785	24,636,190	9,376,529	38,210,716	47,587,245
1913	28,654	12,078,041	10,739	24,238,788	11,130,875	40,923,038	52,053,913
1914	26,125	12,050,856	7,742	15,636,414	9,382,206	27,641,031	37,023,237
1915	21,575	9,398,207	6,415	7,335,101	6,789,423	8,409,380	15,198,803

Reducing the foregoing figures with respect to freight tonnage to a percentage basis, the result is as follows:—

Year.	Canadian Per Cent.	American Per Cent.
1908	28·7	71·3
1909	21·8	78·2
1910	18·3	81·7
1911	20·5	79·5
1912	19·7	80·3
1913	21·3	78·7
1914	25·3	74·7
1915	44·7	55·3

It will be observed that, while there was an actual decrease in the volume of Canadian traffic which passed through the canals of Canada in 1915, the ratio of that traffic to the total was materially raised. This was due to the still larger decrease in American tonnage which sought Canadian channels.

It must be distinctly borne in mind, however, that all the freight tonnage of Canada did not pass through Canadian canals. Some of it has always been moved through the American canal at Sault Ste. Marie, and in 1915 the volume thus diverted was larger than in any year since the Canadian lock at that point was opened in 1895. The volume of traffic thus transported in 1915 was 1,802,269 tons. Adding this tonnage to the net Canadian tonnage indicated in a preceding paragraph, a final aggregate of 6,734,223 tons is had. The total net Canadian business of 1915 was therefore 144,183 tons greater than for 1914. Summarized for two years the facts are as follows:—

	Net Canadian Tonnage.
1914	6,590,040
1915	6,734,223

Dealing now with gross Canadian and American tonnage through all the canals of Canada, the following statement gives the facts:—

Canals.	Total Traffic.	Canadian Tons.	Per Cent.	American Tons.	Per Cent.
Sault Ste. Marie	7,750,957	2,561,734	33·0	5,189,223	67·0
Welland	3,061,012	1,426,256	46·6	1,634,756	53·4
St. Lawrence	3,409,467	2,024,755	59·3	1,384,712	40·7
Chambly	478,707	292,191	61·0	186,516	39·0
St. Peters	2,895	2,895	100·0		
Murray	30,728	27,942	90·9	2,786	9·1
Ottawa	272,370	267,406	98·1	4,964	1·9
Rideau	120,781	114,358	94·7	6,423	5·3
Trent	49,904	49,904	100·0		
St. Andrews	21,982	21,982	100·0		
	15,198,803	6,789,423	44·67	8,409,380	55·33

These figures, as has already been made clear, include duplication. A through cargo from Fort William-Port Arthur to Montreal, for example, would be recorded three times—first, at the Soo, next at the Welland, and finally at the St. Lawrence group. There were, however, in 1915 fewer through cargoes than usual. The pressure of traffic during the autumn months was so great that more traffic than in normal years was carried to Georgian Bay ports and to Port Colborne. In the latter case, steamers merely transferred their loads to either smaller vessels or to the railways. With a larger volume of traffic available at the head of the Great Lakes, the total eastward movement fell 482,567 tons below the record for 1914, or from 3,067,497 to 2,584,930 tons.

Sault Ste. Marie is the chief gateway of waterborne commerce on the Great Lakes and the St. Lawrence river, and what takes place at that point has a

special bearing on the traffic situation as a whole. The Canadian canal at that point was opened in 1895, and since that year the record of traffic is as follows:—

Canadian Canal Year.	Total Traffic.	Canadian Traffic.	Per cent Canadian.	American Traffic.	Per cent American.
1896	4,557,399	321,770	7·0	4,255,629	93·0
1897	4,947,063	337,146	6·8	4,609,737	93·2
1898	3,055,287	146,539	4·8	2,908,748	95·2
1899	3,006,664	299,975	9·9	2,706,629	90·1
1900	2,035,677	255,264	12·5	1,880,413	87·5
1901	2,820,394	494,613	17·5	2,325,781	82·5
1902	4,729,268	1,140,623	24·1	3,588,645	75·9
1903	5,511,868	1,362,820	24·7	4,149,048	75·3
1904	5,030,705	1,212,145	24·1	3,818,360	75·9
1905	5,473,406	1,304,355	23·8	4,169,051	76·2
1906	6,574,046	1,632,683	24·8	4,941,363	75·2
1907	15,588,165	1,957,334	12·5	13,630,831	87·5
1908	12,759,216	2,113,160	16·5	10,646,056	83·5
1909	27,861,245	2,767,875	9·1	25,093,370	90·9
1910	36,395,687	2,941,229	8·1	33,454,458	91·9
1911	30,951,709	3,167,936	10·2	27,783,773	89·8
1912	39,669,655	3,808,157	9·6	35,861,498	90·4
1913	42,699,324	4,816,718	11·3	37,882,606	88·7
1914	27,599,184	3,609,747	13·1	23,989,437	86·9
1915	7,750,957	2,561,734	33·0	5,189,223	67·0

It will be observed that the Canadian percentage increased materially, while the American was correspondingly lowered. This was due much less to the larger volume of Canadian business than to the diversion of both Canadian and American tonnage to the new lock on the United States side of the St. Marys river.

The foregoing table will not, however, be understood in the absence of certain salient facts showing the character of American traffic through the Canadian canal at Sault Ste. Marie. Iron and copper ores have played a large part in that movement, and the following table has been prepared to show the situation in that regard:—

Year.	American Traffic through Canadian Canal.			Ore included in foregoing total.	Per cent of Ore.	Commodities other than Ore.	Per cent of other Commodities.
	Up.	Down.	Total.				
	Tons.	Tons.	Tons.	Tons.		Tons.	
1905	1,028,871	3,140,180	4,169,051	2,910,118	69·9	1,258,933	30·1
1906	1,367,796	3,573,567	4,941,363	2,929,366	59·3	1,011,997	40·7
1907	2,604,741	11,026,090	13,630,831	9,995,242	73·2	3,635,589	26·8
1908	2,419,709	8,226,347	10,646,056	7,362,351	69·1	3,283,705	30·9
1909	2,737,101	22,356,269	25,093,370	21,156,915	84·3	3,936,455	15·7
1910	4,004,538	29,449,920	33,454,458	28,440,952	85·0	5,013,506	15·0
1911	4,307,187	23,476,586	27,783,773	22,654,029	81·5	5,129,744	18·5
1912	3,133,638	32,727,860	35,861,498	31,134,251	87·0	4,727,247	13·0
1913	4,238,829	33,643,777	37,882,606	32,386,866	85·5	5,495,740	14·5
1914	2,398,944	21,737,678	24,136,622	20,817,953	86·2	3,318,669	13·8
1915	509,788	4,741,552	5,251,340	4,004,426	76·3	1,246,914	23·7

The foregoing total is slightly higher than the total shown in Table 7, owing to the fact that Canadian wheat shipped from Duluth in bond is unavoidably classified with American traffic.

Following is a comparison of eastbound Canadian and American traffic at Sault Ste. Marie, exclusive of ore:—

Year.	Canadian Eastbound exclusive of ore.	Per cent of total Eastbound	American Eastbound exclusive of ore.	Per cent of total Eastbound
1905	838,537	82·7	303,630	9·7
1906	1,112,742	92·8	721,320	20·2
1907	1,446,788	91·7	1,142,468	10·3
1908	1,585,549	92·3	986,614	11·9
1909	2,038,245	98·0	1,229,282	5·5
1910	2,132,620	100·0	962,062	3·3
1911	2,466,806	99·1	820,488	3·5
1912	3,019,998	99·8	1,576,646	4·8
1913	4,114,402	99·0	1,271,882	3·8
1914	2,985,114	97·1	919,725	4·2
1915	2,134,546	97·1	737,126	15·5

At the Welland canal ores disappear as a factor in traffic. The situation at that important gateway between the upper Great Lakes and the St. Lawrence is summarized in the following statement:—

TRAFFIC THROUGH THE WELLAND CANAL.

Year.	Canadian—*Up.*	Per cent.	Canadian—*Down.*	Per cent.	United States—*Up.*	Per cent.	United States—*Down.*	Per cent.
	Tons		Tons		Tons		Tons	
1887	61,310	41·3	87,159	58·7	265,738	31·9	565,928	68·1
1891	25,260	25·8	72,522	74·2	264,952	30·2	612,279	69·8
1896	19,369	8·8	200,294	91·2	271,900	25·6	788,424	74·4
1897	12,091	6·3	179,998	93·7	212,108	19·6	870,095	80·4
1898	11,904	8·5	127,236	91·5	211,502	21·1	789,435	78·9
1899	17,464	10·2	153,174	89·8	135,038	21·8	484,094	78·2
1900	18,670	11·0	150,378	89·0	99,560	18·1	450,752	81·9
1901	22,804	10·2	200,693	89·8	83,601	21·1	313,111	78·9
1902	39,760	16·2	204,398	83·8	44,994	10·7	376,235	89·3
1903	116,143	34·6	220,152	65·4	153,947	23·1	512,677	76·9
1904	94,353	27·1	253,920	72·9	90,855	19·6	372,243	80·4
1905	104,490	24·6	319,944	75·4	127,569	19·1	540,047	80·9
1906	131,502	24·2	410,749	75·8	91,366	13·8	568,350	86·2
1907	202,051	29·6	479,292	70·4	188,113	20·1	744,676	79·9
1908	163,447	21·7	587,239	78·3	247,513	25·9	705,254	74·1
1909	382,041	37·5	635,187	62·5	260,048	25·7	748,675	74·3
1910	420,407	35·9	749,891	64·1	304,427	26·3	851,565	73·7
1911	508,865	38·0	828,085	62·0	334,054	27·8	866,625	72·2
1912	578,251	37·1	979,525	62·9	247,471	19·1	1,046,668	80·9
1913	641,402	32·4	1,338,274	67·6	363,701	22·9	1,227,337	77·1
1914	504,487	22·2	1,769,502	77·8	351,562	22·2	1,235,418	77·8
1915	422,996	27·6	1,108,332	72·4	333,464	21·8	1,196,220	78·2

TRANSPORTATION OF CANADIAN WHEAT.

The volume of Canadian wheat moved by water in 1915 was the largest in the history of the Dominion, although an unprecedented proportion passed through the American canal at Sault Ste. Marie. The cause of the diversion has already been stated. There was special urgency in connection with the shipment of wheat eastward, and the new American lock permitted vessels to carry heavier loads than did the Canadian lock. The choice of either the American or the Canadian canal at Sault Ste. Marie has for years turned upon the judgment of steamer captains at the moment when lockages were desired. This year, however, the deeper water in the American lock led, under the circumstances to which allusion has been made, to that channel being chosen for a majority of the steamers carrying Canadian wheat from the head of lake Superior.

Since 1895 the volume of Canadian wheat annually carried through the Canadian canal at Sault Ste. Marie has been as follows:—

	Bushels.
1895	1,087,800
1896	7,274,000
1897	9,130,167
1898	3,456,934
1899	7,699,267
1900	5,573,267
1901	5,893,034
1902	19,896,900
1903	25,807,800
1904	25,250,969
1905	22,603,500
1906	26,361,400
1907	34,602,000
1908	41,793,300
1909	48,047,833
1910	51,774,833
1911	63,641,000
1912	83,743,034
1913	101,066,133
1914	77,467,833
1915	48,727,911

The foregoing totals do not represent all the Canadian wheat moved eastward. Many millions of bushels have passed through the American canal each year. It should also be borne in mind that prior to 1909 Canadian wheat carried from Duluth in bond was classified as American wheat.

In 1915 there were 121,389,950 bushels of Canadian wheat transported through the American canal at Sault Ste. Marie. Added to the volume passed through the Canadian canal, a total of 170,117,861 bushels is had. A summary for 1914 and 1915 is as follows:—

	1914.	1915.
	Bushels.	Bushels.
Through the Canadian canal	77,467,833	48,727,911
Through the American canal	17,564,233	121,389,950
Total	95,032,066	170,117,861

A further calculation is necessary in order to account for all the Canadian wheat moved eastward in 1915. Some of it was brought down in the form of flour. There were, in fact, 1,776,230 barrels of Canadian flour moved through the Canadian canal and 438,868 barrels through the American canal, making a total of 2,215,098 barrels. At 4½ bushels to the barrel, the volume of flour would be equal to 9,967,941 bushels of wheat. The complete account for 1915 would therefore stand as follows:—

	Bushels.
Through the Canadian canal	48,727,911
Through the American canal	121,389,950
In the form of flour	9,967,941
Total	180,085,802

A summary of Canadian wheat carried through the Canadian and American canals at Sault Ste. Marie in 1912 and succeeding years is as follows:—

	Bushels.
1912	109,842,031
1913	141,726,899
1914	95,032,066
1915	170,117,861

During the year 1915 careful records were made of the distribution of Canadian waterborne wheat. For the three years beginning 1913 the movement through both the Canadian and American canals at Sault Ste. Marie was as follows:—

From	1913.	1914.	1915.
Port Arthur–Fort William.	Bushels.	Bushels.	Bushels.
To Montreal	11,950,433	9,624,600	3,512,410
" Georgian Bay ports	24,448,134	21,086,566	25,065,999
" other Canadian ports	28,045,733	33,132,733	33,067,613
" Buffalo	67,701,900	24,974,767	106,784,542
Total	132,146,200	88,818,666	168,430,564

To account for all the Canadian wheat shipped eastward by water in 1915 there must be added the quantity passed through Duluth in bond. The complete statement would therefore be as follows:—

From	1913.	Per cent.	1914.	Per cent.	1915.	Per cent.
Port Arthur–Fort William and Duluth.	Bushels.		Bushels.		Bushels.	
To Montreal	15,186,632	10·7	10,283,166	10·8	4,025,010	2·4
" Georgian Bay ports	26,054,001	18·4	24,864,466	26·2	25,315,999	14·9
" other Canadian ports	28,973,333	20·5	34,350,700	36·2	33,067,613	19·4
" Buffalo	71,522,933	50·4	25,533,734	26·8	107,709,239	63·3
Total	141,726,899	....	95,032,066	.....	170,117,861	.....

It will be seen that wide fluctuations have taken place during the past two years in the distribution of Canadian waterborne wheat. The proportion diverted from all Canadian channels to Buffalo in 1915 was the highest of any year since the facts were available.

"Other Canadian ports" in the foregoing and succeeding statements must be understood as being ports between Georgian bay and lake Ontario. For more than ninety per cent of the traffic the term means Port Colborne, which is the chief port of transfer at the eastern end of lake Erie and the western entrance to the Welland canal.

Following is a summary of the volume moved in 1909 and succeeding years through both canals at Sault Ste. Marie:—

Canadian Wheat.	1909.	1910.	1911.
	Bushels.	Bushels.	Bushels.
Fort William to Montreal	10,517,266	13,185,370	12,761,666
" " Georgian bay	13,384,400	12,753,200	9,881,234
" " other Canadian ports	10,149,633	9,603,400	11,880,666
" " Buffalo	12,841,334	15,693,363	27,945,600
Duluth to Montreal	520,000	315,000	.....
" Buffalo	528,200	224,500	710,334
" Georgian bay	28,000	.....	461,500
" other Canadian ports	79,000	.....	.....
Unclassified	.....	.....	.....
Total	48,047,833	51,774,833	63,641,000
Through American canal	9,117,328	5,321,446	1,981,481
Grand total	57,165,161	57,096,279	65,622,481

Canadian Wheat.	1912.	1913.	1914.	1915.
	Bushels.	Bushels.	Bushels.	Bushels.
Fort William to Montreal	14,929,099	11,950,433	9,624,600	3,512,410
" " Georgian bay	19,501,168	24,448,134	21,086,566	25,065,999
" " other Canadian ports	20,458,700	28,045,733	33,132,733	23,067,613
" " Buffalo	44,228,266	67,701,900	24,974,767	106,784,542
Duluth to Montreal	283,500	3,236,199	658,566	512,600
" Buffalo	5,714,367	3,811,033	3,777,900	250,000
" Georgian bay	1,418,767	1,605,867	1,217,967	.....
" other Canadian ports	230,000	927,600	558,967	924,697
Unclassified	3,078,164	.....	.....	.....
Total	109,842,031	141,726,899	95,032,066	170,117,861

During the past three years a careful record has been made of the movement of Canadian wheat through both the Canadian and American canal at Sault Ste. Marie, by months. The information thus given has considerable value. The facts for 1913, 1914 and 1915 follow:—

Canadiaa and American Canals.	April.	May.	June.	July.	August.
1913.	Bushels.	Bushels.	Bushels.	Bushels.	Bushels.
Fort William and Port Arthur to—					
Montreal	634,600	2,218,900	1,845,667	1,407,733	1,097,900
Georgian bay	2,425,263	2,941,136	1,132,833	1,169,965	532,576
Other Canadian ports	1,612,800	2,901,488	3,270,066	2,652,300	1,848,400
Buffalo	7,012,984	5,859,935	1,206,130	486,862	.....
Duluth and Superior to—					
Montreal	202,500	428,753	239,403	75,040	187,000
Georgian bay	330,000	86,066	.....	.....	.....
Other Canadiaa ports	.....	77,600	109,000	.....	.....
Buffalo	748,610	1,975,878	594,948	351,434	.....
Total	12,966,757	16,489,756	8,398,047	6,143,334	3,665,876

Canadian and American Canals.	September.	October.	November.	December.	Total.
1913.	Bushels.	Bushels.	Bushels.	Bushels.	Bushels.
Fort William and Port Arthur to—					
Montreal	1,584,500	2,034,867	1,052,900	73,367	11,950,434
Georgian bay	681,764	6,307,332	6,807,900	1,949,400	23,948,169
Other Canadian ports	2,547,040	6,869,233	4,580,900	1,763,500	28,045,727
Buffalo	4,147,427	19,381,496	19,706,857	10,089,410	67,891,101
Duluth and Superior to—					
Montreal	433,500	504,455	204,500	.....	2,275,151
Georgian bay	.....	61,000	185,000	.....	662,066
Other Canadian ports	204,000	.....	.....	.....	390,600
Buffalo	100,700	525,000	.....	.....	4,296,570
Total	9,698,931	35,683,383	32,538,057	13,875,677	139,459,818

Canadian and American Canals.	April.	May.	June.	July.	August.
1914.	Bushels.	Bushels.	Bushels.	Bushels.	Bushels.
Fort William to Montreal	1,175,000	2,074,733	1,329,067	1,235,334	474,933
" " Georgian bay	778,300	3,405,133	839,334	1,193,533	371,600
" " other Canadian ports	924,000	5,403,233	3,417,600	2,730,200	1,211,000
" " Buffalo	2,834,100	5,549,700	844,266	1,150,433	293,334
Duluth to Montreal	.....	78,000	.....	107,000	.....
" Georgian bay	355,833	2,098,067	326,000	117,000	.....
" other Canadian ports	.....	.....	744,000	128,100	48,866
" Buffalo	.....	.....	41,567	393,400	.....
Total	6,067,233	18,608,866	7,541,834	7,055,000	2,399,733

Canadian and American Canals.	September.	October.	November.	December.	Total.
1914.	Bushels.	Bushels.	Bushels.	Bushels.	Bushels.
Fort William to Montreal	1,229,700	1,212,300	833,533	60,000	9,624,600
" " Georgian bay	1,335,567	2,891,500	7,642,100	2,629,500	21,086,567
" " other Canadian ports	6,407,866	8,855,000	3,218,200	965,634	33,132,733
" " Buffalo	2,780,467	4,983,600	4,810,367	1,728,500	24,974,767
Duluth to Montreal	353,000	71,500	49,066	.....	658,566
" Georgian bay	881,000	.....	.....	.....	3,777,900
" other Canadian ports	99,000	198,000	.....	.....	1,217,966
" Buffalo	.....	48,200	46,300	29,500	558,967
Total	13,086,600	18,260,100	16,599,566	5,413,134	95,032,066

Canadian Canal.	April.	May.	June.	July.	August.
1915.	Bushels.	Bushels.	Bushels.	Bushels.	Bushels.
Fort William–Port Arthur to—					
Montreal	964,450	229,422	176,000	363,200	300,000
Georgian bay	120,000	163,870	521,473	540,688	881,071
*Other Canadian ports	428,000	1,561,371	1,017,500	394,000	634,000
Buffalo		340,000	188,200	317,830	
Duluth–Superior to—					
Montreal					
Georgian bay					
Other Canadian ports					
Buffalo					
Total	1,512,450	2,294,663	1,903,173	1,615,718	1,815,071

Canadian Canal.	September.	October.	November.	December.	Total.
1915.	Bushels.	Bushels.	Bushels.	Bushels.	Bushels.
Fort William–Port Arthur to—					
Montreal	399,138	550,700	37,000	30,000	3,049,910
Georgian bay	1,860,430	3,740,811	4,437,773	2,465,350	14,731,466
Other Canadian ports	2,446,724	3,657,940	3,883,500	2,487,500	16,510,535
Buffalo	992,594	5,390,272	4,744,604	1,695,500	13,669,000
Duluth–Superior to—					
Montreal					
Georgian bay	250,000				250,000
Other Canadian ports					
Buffalo	87,000	350,000	80,000		517,000
Total	6,035,886	13,689,723	13,182,877	6,678,350	48,727,911

American Canal.	April.	May.	June.	July.	August.
1915.	Bushels.	Bushels.	Bushels.	Bushels.	Bushels.
Fort William–Port Arthur to—					
Montreal	111,000	306,500		45,000	
Georgian bay	307,500	83,200	34,399	320,000	
Other Canadian ports	2,689,000	4,621,637	963,000	756,000	165,000
Buffalo	3,635,691	1,838,378	415,400	540,465	204,000
Duluth–Superior to—					
Montreal	47,000	145,000	75,300		
Georgian bay					
Other Canadian ports					
Buffalo					
Total	6,790,191	6,994,715	1,488,099	1,661,465	369,000

American Canal.	September.	October.	November.	December.	Total.
1915.	Bushels.	Bushels.	Bushels.	Bushels.	Bushels.
Fort William–Port Arthur to—					
Montreal					462,500
Georgian bay	574,941	4,222,493	3,581,000	1,211,000	10,334,533
Other Canadian ports	1,280,000	2,926,196	1,976,000	1,180,245	16,557,078
Buffalo	4,314,446	25,717,061	31,685,181	24,764,920	93,115,542
Duluth–Superior to—					
Montreal		98,500	136,800		512,600
Georgian bay					
Other Canadian ports					
Buffalo	154,500		41,000	212,197	407,697
Total	6,323,887	32,964,250	37,429,981	27,368,362	121,389,950

Canadian and American Canals.	April.	May.	June.	July.	August.
1915.	Bushels.	Bushels.	Bushels.	Bushels.	Bushels.
Fort William–Port Arthur to—					
Montreal	1,075,450	535,922	176,000	408,200	300,000
Georgian bay	427,500	247,070	555,872	860,688	881,071
Other Canadian ports	3,117,000	6,183,008	1,980,500	1,150,000	799,000
Buffalo	3,635,691	2,178,378	603,600	858,295	204,000
Duluth–Superior to—					
Montreal	47,000	145,000	75,300		
Georgian bay					
Other Canadian ports					
Buffalo					
Total	8,302,641	9,289,378	3,391,272	3,277,183	2,184,071

Canadian and American Canals.	September.	October.	November.	December.	Total.
1915.	Bushels.	Bushels.	Bushels.	Bushels.	Bushels.
Fort William–Port Arthur to—					
Montreal	399,138	550,700	37,000	30,000	3,512,410
Georgian bay	2,435,371	7,963,304	8,018,773	3,676,350	25,065,999
Other Canadian ports	3,726,724	6,584,136	5,859,500	3,667,745	33,067,613
Buffalo	5,307,040	31,107,333	36,429,785	26,460,420	106,784,542
Duluth–Superior to—					
Montreal		98,500	146,800		512,600
Georgian bay	250,000				250,000
Other Canadian ports					
Buffalo	241,500	350,000	121,000	212,197	924,697
Total	12,359,773	46,653,973	50,612,858	34,046,712	170,117,861

There was a very larg volume of wheat moving during the year 1915 from Port Colborne to Montreal, which might properly be added to the foregoing total for Fort William—Port Arthur to Montreal. Port Colborne was used as a port of transfer. It might, in fact, be assumed that nearly all of the 33,067,613 moved from the head of the Great Lakes to "other Canadian ports" actually went to Montreal.

A helpful light is thrown on the foregoing table when the monthly totals are reduced to a percentage basis, as follows:—

April	4·8	September	7·3
May	5·5	October	27·5
June	2·0	November	29·7
July	1·9	December	20·0
August	1·3		

It will be observed that 77·2 per cent of the whole volume was moved during the months of October, November and December. As indicative of the pressure at the very close of navigation, it is significant that 20 per cent was shipped in December. The last cargo passed eastward on the 16th of that month. In 1914 the proportion of shipments in the last three months of the year was 42 per cent.

FREIGHT RATES BY WATER.

It was not deemed expedient to depart from the scheme which had been in use for several years past for the studying of freight rates by water. That scheme limited the enquiry to Canadian wheat, as to which definite and more or less complete information was available. Ship owners have responded quite cheerfully to the enquiries addressed to them from day to day, and in this way a satisfactory record has been established. Every cargo of wheat moved during the season was accounted for in the schedules of the Department.

The facts disclosed by this official inquiry are of considerable value. They show that the season of 1915 developed abnormal freight rates on waterborne wheat. The comparisons which follow will make that clear. The study of the average rates by months will be found to be particularly instructive, as demonstrating the effect of pressure in the face of a limited supply of vessels.

Figures showing the volume of wheat moved over the different routes will be found on preceding pages. We are immediately concerned in an analysis of the freight rates which applied to that volume. For 1915 and the two years preceding the facts are given below:—

	1913.	1914.	1915.
Port Arthur—Fort William to Montreal—			
Per ton per mile	·142 cent.	·124 cent.	·132 cent.
Per bushel	5·351 "	4·58 "	4·99 "
Per ton	$1·78	$1·52	$1·66
Port Arthur—Fort William to Georgian Bay—			
Per ton per mile	·148 cent.	·095 cent.	·282 cent.
Per bushel	2·279 "	1·46 "	3·54
Per ton	76·00 "	48·61 "	$1·18
Port Arthur—Fort William to other Canadian ports—			
Per ton per mile	·104 cent.	·065 cent.	·124 cent.
Per bushel	2·436 "	1·48 "	2·84 "
Per ton	81·21 "	49·29 "	94·80 "
Port Arthur—Fort William to Buffalo—			
Per ton per mile	·103cent.	·061 cent.	·159 cent.
Per bushel	2·430 "	1·63 "	3·97 "
Per ton	81·00 "	53·72 "	$1·32
Port Arthur—Fort William to Kingston—			
Per ton per mile		·096 cent.	
Per bushel		3·08 "	
Per ton		$1·00	
Port Colborne to Montreal—			
Per ton per mile			·288 cent.
Per bushel			3·25 "
Per ton			$1·08

The advance in 1915, as compared with the two years preceding, applied to all the ports, with the single exception of Montreal. The increase in freight rates will be more clearly understood in the light of data showing the rising

scale after August. The facts for 1915 and the two preceding years are as follows:—

Port Arthur–Fort William to Montreal.	1913.			1914.		
	Per bushel.	Per ton.	Per ton per mile.	Per bushel.	Per ton.	Per ton per mile.
	Cents.	$	Cents.	Cents.	$	Cents.
April	6·015	2·04	·165	5·52	1·84	·149
May	5·525	1·84	·135	5·01	1·67	·136
June	4·682	1·54	·127	4·17	1·39	·113
July	4·080	1·60	·130	4·02	1·34	·107
August	5·440	1·68	·137	4·47	1·49	·121
September	5·282	1·76	·144	4·53	1·51	·123
Oetober	6·313	2·10	·171	4·31	1·43	·116
November	6·341	2·11	·172	4·30	1·40	·114
Average	5·351	1·78	·142	4·58	1·52	·124

Port Arthur–Fort William to Montreal.	1915.		
	Per bushel.	Per ton.	Per ton per mile.
	Cents.	$	Cents.
April	4·88	1·62	·132
May	3·94	1·31	·107
June	3·84	1·28	·104
July	3·58	1·19	·097
August	4·09	1·36	·111
September	5·49	1·83	·149
Oetober	6·75	2·25	·183
November			
December			
Average	4·99	1·66	·132

Port Arthur–Fort William to Georgian Bay.	1913.			1914.		
	Per bushel.	Per ton.	Per ton per mile.	Per bushel.	Per ton.	Per ton per mile.
	Cents.	Cents.	Cents.	Cents.	Cents.	Cents.
April	2·42	80·63	·157	1·82	60·72	·118
May	2·16	71·85	·135	1·45	48·66	·095
June	2·18	73·93	·142	1·11	37·02	·070
July	1·59	52·73	·102	·90	30·20	·058
August	1·43	47·81	·092	1·04	35·12	·068
September	1·53	51·26	·100	1·23	41·23	·080
October	2·21	73·95	·146	1·26	42·26	·082
November	2·46	$2·30	·160	1·35	45·01	·087
Deeember	3·35	$1·12	·220	2·20	73·37	·143
Average	2·28	76·03	·148	1·46	48·61	·095

Port Arthur–Fort William to Georgian Bay.	1915.		
	Per bushel.	Per ton.	Per ton per mile.
	Cents.	Cents.	Cents.
April	1·61	53·81	·105
May	1·24	41·31	·080
June	1·16	38·69	·075
July	1·05	35·12	·068
August	1·18	38·70	·072
September	1·96	63·83	·124
October	3·39	$1·13	·221
November	4·48	1·49	·291
December	4·99	1·66	·353
Average	3·54	$1·18	·282

Port Arthur–Fort William and other Canadian ports.	1913.			1914.		
	Per bushel.	Per ton.	Per ton per mile.	Per bushel.	Per ton.	Per ton per mile.
	Cents.	Cents.	Cents.	Cents.	Cents.	Cents.
April	2·599	86·63	·127	1·75	58·46	·075
May	2·200	73·35	·091	1·60	53·43	·067
June	1·755	58·53	·072	1·41	47·19	·064
July	2·371	90·36	·122	1·35	45·12	·056
August	1·928	64·27	·082	1·05	35·30	·060
September	1·969	65·63	·083	1·34	44·90	·060
October	2·767	92·23	·166	1·40	49·51	·062
November	2·780	92·69	·116	1·52	50·75	·071
December	3·081	$1·03	·146	2·24	72·22	·102
Average	2·436	84·25	·104	1·48	49·29	.....

Port Arthur–Fort William to other Canadian ports	1915.		
	Per bushel.	Per ton.	Per ton per mile.
	Cents.	Cents.	Cents.
April	1·56	51·91	·065
May	1·36	45·34	·057
June	1·21	40·37	·050
July	1·19	39·81	·048
August	1·27	42·29	·064
September	1·67	55·85	·073
October	3·01	$1·00	·134
November	4·22	1·40	·191
December	5·51	1·83	·244
Total	2·84	94·80	·124

Port Arthur-Fort William to Buffalo.	1913.			1914.		
	Per bushel.	Per ton.	Per ton per mile.	Per bushel.	Per ton.	Per ton per mile.
	Cents.	Cents.	Cents.	Cents.	Cents.	Cents.
April	2·739	91·30	·108	2·79	91·94	·105
May	2·442	81·40	·094	1·26	42·21	·048
June	1·954	65·13	·076	1·41	36·10	·041
July	2·289	76·30	·118	·82	27·52	·031
August	1·969	65·63	·090	2·10	70·00	·081
September	1·739	57·97	·066	1·11	37·20	·043
October	2·876	95·86	·122	1·59	53·11	·061
November	2·998	99·97	·114	1·46	49·25	·057
December	3·296	$1·09	·126	2·23	74·33	·086
Average	2·436	$1·25	·104	1·63	53·72	·061

Port Arthur-Fort William to Buffalo.	1915.		
	Per bushel.	Per ton.	Per ton per mile.
	Cents.	Cents.	Cents.
April	1·49	49·63	·057
May	1·04	34·79	·040
June	1·08	36·20	·041
July	1·24	41·47	·048
August	2·25	75·00	·086
September	2·78	92·70	·107
October	4·04	$1·35	·162
November	4·30	1·43	·172
December	4·53	1·51	·181
Average	3·97	$1·32	·159

Port Colborne to Montreal.	1915.		
	Per bushel.	Per ton.	Per ton per mile.
	Cents.	Cents.	Cents.
April	2·90	96·79	·256
May	2·97	99·24	·263
June	2·90	96·50	·253
July	2·81	90·33	·253
August	2·92	97·47	·258
September	2·98	99·60	·264
October	3·77	$1·25	·333
November	4·14	1·38	·366
December	4·00	1·34	·353
Average	3·25	$1·08	·287

The foregoing rates present several problems in transportation. For example, the distance between Fort William and Port Colborne is 337 miles, or 40 per cent, greater than to Port McNichol, on Georgian bay; yet there were times during the year when the rates per bushel to Port Colborne were lower than to Port McNichol. They were much lower for all months on the ton mile basis. It will also be noticed that the average rate to Georgian Bay ports in December was 375 per cent higher than the average for July. As a matter of fact, cargoes were moved over certain routes in December at nearly six times the rate which prevailed in the midsummer months.

There is an aspect of the broad matter of freight rates on wheat which should not be overlooked. The ship owners do not receive all of the freight charges. Out of the rate certain payments have to be made. These payments on cargoes from Fort William to Montreal were officially ascertained to be as follows:—

Clearing house at Fort William	·01 to ·03 cent per bushel.
Trimmers at Fort William	·06 " "
Elevation at Montreal	·30 " "
Shovelling at Montreal	·20 " "
Total	·59 cent per bushel.

To Port Colborne the average deductions would amount to ·44 per bushel, to Buffalo ·41, and to Georgian Bay ports ·38.

MOVEMENT OF OTHER GRAIN.

The volume of other Canadian grain moved eastward through the Canadian and American canals at Sault Ste. Marie in 1915 was lower than for the year 1914. A comparison is made in the following statement:—

	1914.	1915.
	Bushels.	Bushels.
Oats	26,240,701	26,798,488
Barley	5,284,350	4,496,509
Flax seed	7,175,977	2,068,582
Total	38,701,028	33,363,579

The decline in flax seed is striking, particularly when it is remembered that in 1914 the shipments amounted to 7,175,977 bushels, and in 1913 to 21,281,723 bushels.

Since considerable interest attaches to the facts with regard to the distribution of Canadian oats, the following tabular statements for 1914 and 1915 will be helpful:—

Canadian Oats. Canadian and American Canals. 1914.	April.	May.	June.	July.	August.
	Bushels.	Bushels.	Bushels.	Bushels.	Bushels.
Fort William to Montreal	1,204,353	1,967,647	1,679,588	418,647	687,353
" Georgian bay	732,294	2,279,118	1,661,882	117,529	174,529
" other Canadian ports		1,531,058	786,000	45,000	240,000
" Buffalo	1,643,823	623,118	114,764		1,352
Duluth to Montreal			348,530		
" Georgian bay			120,000		
" other Canadian ports			365,588		
" Buffalo				133,882	
Total	3,580,470	6,400,941	5,076,352	715,058	1,103,234

	Sept.	October.	Nov.	December.	Total.
	Bushels.	Bushels.	Bushels.	Bushels.	Bushels.
Fort William to Montreal	715,647	1,641,059	544,235	30,000	8,888,529
" Georgian bay	16,706	562,353	1,930,529	832,000	8,306,940
" other Canadian ports	353,000	851,353	532,706	271,000	4,610,117
" Buffalo	3,059	958,589	98,882	23,528	3,467,115
Duluth to Montreal					348,530
" Georgian bay					120,000
" other Canadian ports					365,588
" Buffalo					133,882
Total	1,088,412	4,013,354	3,106,352	1,156,528	26,240,701

Canadian Oats. Canadian and American Canals. 1915.	April.	May.	June.	July.	August.
	Bushels.	Bushels.	Bushels.	Bushels.	Bushels.
Fort William–Port Arthur to Montreal	643,348	753,795	342,528	164,000	120,000
" " Georgian bay		676,087	168,294	526,865	396,858
" " other Canadian ports	232,000	1,676,124	388,000	612,000	263,000
" " Buffalo			50,000		
Duluth–Superior to Montreal					
" " Georgian bay					
" " other Canadian ports					
" " Buffalo		1,750			
Total	875,348	3,107,756	948,822	1,302,865	779,858

	Sept.	October.	Nov.	December.	Total.
	Bushels.	Bushels.	Bushels.	Bushels.	Bushels.
Fort William–Port Arthur to Montreal	88,176	1,379,985	2,108,033	319,275	5,919,140
" " Georgian bay	167,275	1,169,522	5,788,206	3,244,500	12,137,607
" " other Canadian ports		611,650	469,118	735,000	4,986,892
" " Buffalo		292,802	1,802,028	1,559,519	3,704,349
Duluth–Superior to Montreal					
" " Georgian bay					
" " other Canadian ports					
" " Buffalo	45,000	3,750			50,500
Total	300,451	3,457,709	10,167,385	5,858,294	26,798,488

INSURANCE RATES.

Following are the facts with respect to marine insurance rates on the Great Lakes:—

——	First Class.	Second Class.
To Lake Erie and Georgian Bay ports—		
April 15, a.m., to April 30, p.m.	$ 0 45	$ 0 60
May 1, a.m., to August 31, p.m.	0 30	0 40
September 1, a.m., to November 30, midnight	0 45	0 65
To Port Huron, Point Edward, Goderich, Sarnia and Detroit—		
April 1, a.m., to April 30, p.m.	0 40	0 55
May 1, a.m., to August 31, p.m.	0 25	0 35
September 1, a.m., to November 30, midnight	0 40	0 60
To Kingston and Lake Ontario ports, including Ogdensburg and Prescott—		
April 1, a.m., to April 30, p.m.	0 65	0 75
May 1, a.m., to August 31, p.m.	0 45	0 55
September 1, a.m., to November 30, midnight	0 60	1 00
To Montreal direct without Transhipment—		
April 20, a.m., to October 31, p.m.	0 60	1 10
November 1, a.m., to November 30, p.m.	0 70	1 25
To Montreal via Kingston, Prescott and Ogdensburg and Transhipped—		
If transhipped at Kingston, Ogdensburg, or Prescott, and forwarded thence to Montreal, approved standard barges, add 15 cents to Kingston, Ogdensburg and Prescott rate.		
From Lake Superior ports to Lake Michigan ports—		
Charge Lake Erie ports' rates.		
From Lake Michigan ports to Lake Michigan ports—		
Charge 50 per cent of Lake Erie ports' rates.		
From Port Colborne to Montreal—		
Sailing April 15, a.m., to August 31, midnight.	0 30	0 40
For through rates add the rate to lake Erie to the above. If transhipped again at Kingston, tariff charges apply.		

The foregoing schedules apply to the year 1914. For 1915 the standard rate paid on steel hulls covering to the foot of lake Erie for a period of one year with a navigating season from April 15 at midnight to November 30 at midnight was 3¾ per cent. The usual extra ½ per cent for the season was charged for navigation not east of Kingston, with a further ½ per cent for navigation not east of Montreal, while an additional ½ per cent was charged for navigation as far as Cape Breton. For an additional 1 per cent sailing was permitted in 1915 up to December 12.

Statement of the Tonnage of Canadian and United States Vessels.

CANADIAN VESSELS.

Years.	From Canadian to Canadian Ports.		From Canadian to United States Ports.		From United States to United States Ports.		From United States to Canadian Ports.		Tons.		Total Tons.	Number of Trips.
	Up.	Down	Up.	Down	Up.	Down.	Up.	Down.	Up.	Down.	Up and Down.	
1887	1,201,529	1,194,665	162,554	36,277	1,071	65	30,778	221,013	1,395,932	1,452,020	2,847,952	18,991
1888	1,113,290	1,120,774	158,209	34,368	1,252	.....	22,553	189,876	1,295,304	1,345,018	2,640,322	17,661
1889	1,285,574	1,207,892	188,131	39,371	976	802	20,271	252,565	1,494,952	1,500,630	2,995,582	19,393
1890	1,314,127	1,250,999	229,478	32,909	929	351	14,003	296,676	1,558,537	1,580,935	3,139,472	20,655
1891	1,356,518	1,287,168	201,738	28,642	550	292	16,350	244,176	1,575,176	1,560,278	3,135,454	19,246
1892	1,517,249	1,460,505	177,136	29,184	1,466	394	14,659	201,374	1,710,510	1,691,455	3,401,965	21,177
1893	1,548,094	1,422,326	170,186	26,787	1,172	10	17,037	248,442	1,736,489	1,697,565	3,434,054	20,757
1894	1,319,792	1,260,907	217,635	19,298	2,177	5	6,394	222,696	1,545,998	1,502,906	3,048,904	19,027
1895	1,258,848	1,165,683	253,693	13,383	.....	.....	5,889	285,553	1,518,440	1,464,619	2,983,059	17,136
1896	1,547,757	1,420,342	200,292	5,234	157	.....	4,115	271,809	1,752,321	1,697,385	3,449,706	20,972
1897	1,629,192	1,482,951	215,785	11,378	.....	.....	3,533	297,898	1,848,510	1,792,227	3,640,737	21,466
1898	1,704,661	1,609,255	215,393	4,927	499	518	6,805	255,927	1,927,358	1,870,627	3,797,985	21,509
1899	1,865,643	1,774,789	242,817	32,436	925	3,691	42,290	345,980	2,151,675	2,156,896	4,308,571	23,579
1900	1,767,293	1,681,340	265,926	14,922	2,909	64	38,015	358,781	2,074,143	2,055,107	4,129,250	21,755
1901	1,615,952	1,587,221	279,007	82,541	3,300	2,908	97,332	312,003	1,995,591	1,984,673	3,980,264	20,860
1902	1,914,167	1,840,787	241,356	97,492	1,874	2,164	101,335	286,520	2,258,732	2,226,963	4,485,695	22,198
1903	2,061,258	2,088,969	340,383	143,614	7,018	3,082	188,896	379,612	2,597,555	2,615,277	5,212,832	23,767
1904	1,838,260	1,907,886	299,245	159,740	5,175	4,223	237,910	319,661	2,380,590	2,391,510	4,772,100	21,851
1905	2,059,097	2,031,766	312,773	188,138	11,820	3,191	262,401	322,005	2,646,091	2,545,100	5,191,191	23,726
1906	2,271,776	2,264,476	292,705	155,595	24,420	5,506	202,276	309,567	2,791,177	2,735,144	5,526,321	25,498
1907	2,561,948	2,661,317	337,822	129,246	9,153	7,331	238,172	383,922	3,147,095	3,181,685	6,328,911	28,833
1908	2,726,776	2,748,139	318,327	227,315	5,057	7,844	348,944	398,387	3,399,104	3,381,685	6,780,789	29,040
1909	3,335,187	2,992,403	300,320	217,989	82,591	111,236	257,945	513,907	3,976,043	3,835,535	7,811,578	22,507
1910	3,891,613	3,504,463	315,656	122,688	95,151	89,618	287,555	627,046	4,597,975	4,343,815	8,931,790	25,337
1911	3,997,073	3,646,516	333,500	176,690	8,499	2,332	393,012	614,570	4,732,084	4,440,108	9,172,192	25,585
1912	4,457,303	4,168,304	617,407	21,176	9,907	1,053	180,735	781,450	5,265,352	4,971,983	10,237,335	27,371
1913	4,964,635	4,827,587	898,249	67,031	3,531	5,231	348,477	963,300	6,214,892	5,863,149	12,078,041	28,654
1914	4,891,369	4,976,317	764,317	124,505	4,687	2,109	385,433	902,119	6,045,806	6,005,050	12,050,856	26,125
1915	3,809,004	3,662,531	730,617	213,887	11,508	7,232	166,428	797,000	4,717,557	4,680,650	9,398,207	21,575

GENERAL STATISTICS.

The following tables of general statistics will afford further information with regard to the canals of Canada:—

STATEMENT of Total Freight passed through the Canals for the following years.

Years.	From Canadian to Canadian Ports.		From Canadian to United States Ports.		From United States to United States Ports.		From United States to Canadian Ports.		Tons.		Total Tons.
	Up.	Down.	Up.	Down.	Up.	Down.	Up.	Down.	Up.	Down.	Up and Down.
	Tons.	Tons.	Tons	Tons.	Tons.	Tons.	Tons.	Tons			
1887	336,648	1,154,424	138,692	202,563	151,805	192,528	86,374	457,482	713,519	2,006,997	2,720,516
1888	355,165	1,146,260	138,127	174,239	214,407	223,429	81,611	428,357	789,310	1,972,287	2,761,597
1889	384,777	1,156,306	122,295	198,497	267,224	300,193	81,243	603,311	855,529	2,258,367	3,113,896
1890	369,593	1,137,011	144,368	133,188	216,813	320,324	58,709	533,021	789,505	2,123,542	2,913,047
1891	370,120	1,155,247	103,814	123,193	248,188	307,958	50,747	543,259	772,869	2,129,657	2,902 526
1892	327,560	1,322,137	173,538	135,787	241,034	302,983	47,396	481,301	789,528	2,242,208	3,031,736
1893	351,706	1,344,822	214,076	141,602	247,329	385,769	54,912	806,773	868,023	2,678,966	3,546,989
1894	299,155	1,140,606	204,175	89,614	231,172	363,107	46,020	568,866	780,522	2,162,193	2,942,715
1895	264,824	1,070,046	286,191	91,177	362,637	608,778	62,285	590,140	975,937	2,360,141	*3,336,078
1896	293,353	1,619,668	259,659	100,519	1,197,245	3,536,054	117,535	867,040	1,867,792	6,123,281	7,991,073
1897	275,587	1,713,274	268,700	187,960	669,142	4,369,314	108,787	968,203	1,322,216	7,238,751	8,560,967
1898	263,989	1,819,887	187,253	98,967	829,568	2,425,121	81,615	912,135	1,362,365	5,256,110	6,618,475
1899	296,208	1,833,412	266,364	115,133	732,030	2,129,988	125,678	727,111	1,420,280	4,805,644	6,225,924
1900	312,201	1,632,915	270,033	81,714	568,197	1,339,915	105,155	703,563	1,255,586	3,758,107	5,013,693
1901	340,805	1,686,094	268,419	201,231	507,204	1,801,696	177,715	682,065	1,294,173	4,371,086	5,665,259
1902	529,085	2,064,480	308,212	342,484	515,828	3,000,636	190,243	562,229	1,543,368	5,969,829	7,513,197
1903	648,150	2,391,366	430,174	408,500	863,337	3,130,816	373,456	958,018	2,315,117	6,888,700	9,203,817
1904	606,737	2,047,499	511,887	276,578	699,784	2,778,903	483,795	851,053	2,302,203	5,954,033	8,256,236
1905	736,976	2,252,514	549,365	347,089	607,228	3,183,895	577,528	1,137,146	2,451,097	6,920,647	9,371,744
1906	1,238,929	2,355,855	627,094	234,919	991,508	3,595,256	482,239	997,385	3,339,770	7,183,415	10,523,185
1907	1,634,733	3,162,158	891,692	226,138	1,991,959	11,060,878	819,369	1,356,712	4,737,753	15,805,886	20,543,639
1908	1,028,246	3,292,422	560,736	278,721	1,704,310	8,218,866	972,300	1,447,219	4,265,592	13,237,228	17,502,820
1909	1,608,659	3,504,849	1,060,715	607,894	1,985,522	22,385,226	1,023,829	1,544,054	5,744,349	27,976,399	33,720,748
1910	2,312,740	3,861,272	600,144	661,436	3,323,822	29,530,163	995,749	1,705,282	7,232,455	35,758,153	42,990,608
1911	2,370,516	3,910,558	572,470	995,719	2,546,677	23,458,256	2,086,777	2,089,380	7,576,440	30,453,913	38,030,353
1912	2,340,444	4,973,342	867,250	961,838	2,042,819	32,434,735	1,343,288	2,623,529	6,593,801	40,993,444	47,587,245
1913	2,212,928	6,286,637	967,712	1,478,263	2,694,527	33,630,484	1,906,947	2,876,415	7,782,114	44,271,799	52,053,913
1914	1,474,124	6,381,242	999,256	618,275	1,491,563	21,610,033	1,261,343	3,184,401	5,229,286	31,793,951	37,023,237
1915	1,073,014	4,300,658	938,860	643,331	595,574	4,848,152	344,110	2,545,104	2,861,558	12,337,245	15,198,803

*Sault Ste. Marie canal opened in August, 1895

Statement of the Tonnage of Canadian and United States Vessels.

UNITED STATES VESSELS.

Years.	From Canadian to Canadian Ports.		From Canadian to United States Ports.		From United States to United States Ports.		From United States to Canadian Ports.		Tons.		Total Tons.	Number of Trips.
	Up.	Down.	Up.	Down.	Up.	Down.	Up.	Down.	Up.	Down.	Up and Down.	
1887	16,265	17,925	38,857	56,708	143,730	140,562	52,793	98,840	251,645	315,035	566,680	3,883
1888	14,304	26,801	42,425	50,047	177,714	156,095	49,778	114,613	284,221	347,556	631,777	3,921
1889	21,125	26,449	55,996	50,732	253,088	206,567	56,249	160,442	386,458	444,190	830,648	4,542
1890	10,390	16,345	38,156	36,397	248,418	234,728	39,697	97,266	336,661	384,736	721,397	3,364
1891	10,357	29,851	70,665	27,727	283,013	238,818	31,083	146,602	395,118	442,998	838,116	3,602
1892	12,023	29,405	88,221	22,763	280,315	229,437	37,037	172,594	417,596	454,199	871,795	3,928
1893	10,752	34,303	214,047	33,741	351,994	282,724	50,994	307,740	627,787	658,508	1,286,295	4,585
1894	18,528	30,201	139,720	20,830	302,562	269,788	37,406	192,992	498,216	513,811	1,012,027	4,131
1895	8,838	24,768	139,554	17,712	262,240	216,542	32,295	185,730	441,927	444,752	886,679	4,427
1896	11,496	19,093	195,228	21,953	357,205	292,359	40,416	290,370	604,345	623,775	1,228,120	4,650
1897	14,666	18,367	269,430	17,618	338,938	277,345	26,341	347,698	649,375	661,028	1,310,403	4,675
1898	12,142	9,541	133,524	32,880	308,878	305,464	32,331	336,004	586,875	683,889	1,270,764	4,264
1899	17,217	18,044	172,897	30,002	1,605,887	1,156,503	51,902	234,336	1,846,848	1,438,885	3,285,733	6,101
1900	13,316	17,824	157,689	30,443	1,208,725	744,276	45,741	190,971	1,425,471	983,514	2,408,985	5,502
1901	11,587	18,706	177,169	28,124	922,464	1,044,707	54,895	224,622	1,166,115	1,316,159	2,482,274	5,634
1902	13,622	37,871	187,826	70,641	1,756,948	1,654,672	123,257	241,602	2,081,653	2,004,786	4,086,439	6,433
1903	14,014	24,168	265,208	65,247	1,736,187	1,689,414	106,401	335,836	2,121,810	2,114,665	4,236,475	6,695
1904	10,122	16,890	275,721	39,993	1,464,316	1,475,085	68,081	305,697	1,818,240	1,837,665	3,655,905	6,253
1905	19,743	19,444	364,985	81,876	2,350,494	1,701,704	1,101,536	456,459	2,836,758	2,259,483	5,096,241	7,085
1906	34,306	15,324	356,259	78,561	2,738,623	1,928,131	115,675	418,436	3,244,863	2,440,452	5,685,315	7,319
1907	57,349	72,018	304,591	72,048	4,730,053	5,376,060	205,769	623,941	5,463,767	6,141,067	11,604,834	9,328
1908	54,587	32,705	442,773	124,120	2,975,624	4,142,392	218,835	536,103	3,685,819	4,835,320	8,521,139	7,489
1909	263,592	109,407	442,176	200,202	4,178,378	10,429,614	213,750	621,903	5,098,196	11,361,126	16,459,322	9,996
1910	119,222	50,498	429,702	305,330	5,509,417	14,488,565	299,462	576,101	6,356,803	15,420,494	21,777,297	11,462
1911	49,778	12,643	626,897	576,313	3,348,936	12,057,484	709,084	850,487	4,734,695	13,496,927	18,231,622	10,370
1912	50,296	15,518	763,426	470,330	5,778,534	16,011,911	614,311	931,864	7,206,567	17,429,623	24,636,190	11,785
1913	61,301	29,788	673,382	711,603	5,657,984	15,567,499	703,212	834,019	7,095,879	17,142,909	24,238,788	10,739
1914	39,246	31,535	563,517	373,829	3,292,736	10,259,835	268,800	806,916	4,164,299	11,472,115	15,636,414	7,742
1915	49,138	30,310	672,094	306,502	2,934,955	2,419,998	171,696	800,408	3,827,883	3,557,218	7,385,101	6,415

Vessel and Freight Tonnage passed through the Sault Ste. Marie Canal.

Years.	Canadian Vessels.		U.S. Vessels.		Total No.	Vessel Tonnage.	Freight Tonnage.			Lockages	Days Open.	Remarks.
	No.	Tonnage.	No	Tonnage.			Canadian	United States.	Total.	No.	No.	
1895	609	126,534	583	623,092	1,192	749,626			595,837	699	87	Canal first operated Sept. 9 1895.
1896	2,070	589,407	3,066	3,805,749	5,136	4,395,156			4,577,399	3,042	218	
1897	1,909	405,546	2,359	3,391,936	4,268	3,797,482			4,947,065	2,604	238	
1898	1,811	403,931	1,864	2,353,699	3,675	2,757,630			3,055,387	2,520	243	
1899	2,000	558,552	1,769	2,389,457	3,769	2,948,009			3,006,664	2,610	239	
1900	1,790	577,310	1,291	1,617,438	2,081	2,194,748			2,035,677	2,205	238	
1901	2,796	775,151	1,408	1,674,597	4,204	2,449,748			2,820,394	2,910	246	
1902	3,080	1,366,930	1,964	3,237,372	5,044	4,604,302			4,729,268	3,418	264	
1903	2,711	1,615,939	1,640	3,146,897	4,351	4,762,746			5,511,868	3,242	256	
1904	2,637	1,555,042	1,325	2,675,663	3,962	4,230,705			5,030,705	3,022	241	
1905	3,970	1,803,299	1,692	2,734,349	5,662	5,537,637			5,473,406	4,031	255	
1906	3,922	1,959,252	1,758	4,399,872	5,680	6,359,124			6,574,039	4,152	253	
1907	3,217	2,154,688	3,132	9,961,281	6,349	12,115,969			15,588,165	4,596	238	
1908	3,289	2,603,232	2,204	7,035,655	5,293	9,638,887	2,092,231	10,666,985	12,759,216	5,667	235	Origin of cargo first shown.
1909	2,597	2,988,936	3,734	14,850,738	6,331	17,839,674	3,366,495	24,494,750	27,861,245	5,046	240	
1910	2,744	3,173,494	5,228	20,187,704	7,972	23,361,198	2,345,619	33,050,068	36,395,687	6,110	248	
1911	2,713	3,108,880	4,068	16,252,340	6,781	19,361,220	3,177,581	27,774,128	30,951,709	6,802	236	
1912	2,643	3,296,229	5,213	22,536,015	7,856	25,832,244	4,090,362	35,579,293	39,669,655	6,200	240	
1913	3,279	3,793,434	5,006	22,181,007	8,285	25,974,441	4,954,734	37,744,590	42,699,324	6,266	246	
1914	3,011	3,473,292	2,966	13,827,870	5,977	17,301,162	3,609,747	23,989,437	27,599,184	4,712	239	
1915	3,000	3,041,003	1,331	5,443,812	4,331	8,484,815	2,561,734	5,189,223	7,750,957	4,374	248	

CAPITAL EXPENDITURE.

The following statement brings the capital expenditure on the canals of the Dominion down to March 31, 1915. It must be understood, however, that the total shown is apart from the outlay by the Imperial Government on the Carillon and Grenville canal, as to which the records were lost in the destruction by fire of the Ordnance Office, Montreal, in 1852. The details are as follows:—

Canal.	Capital.		
	Construction.	Enlargement.	Total.
	$ cts.	$ cts.	$ cts.
Beauharnois	1,636,690 26		1,636,690 26
Carillon and Grenville	63,053 64	4,119,039 32	4,182,092 96
Chambly	637,056 76	94,639 76	731,696 52
Cornwall	1,945,624 73	5,300,679 48	7,246,304 21
Culbute	382,391 46		382,391 46
Lachine	2,589,532 85	11,387,717 10	13,977,249 95
Lake St. Francis		75,906 71	75,906 71
Lake St. Louis		298,176 11	298,176 11
Murray	1,248,946 71		1,248,946 71
Rideau	4,084,323 37	83,130 84	4,167,454 21
Sault Ste. Marie	4,994,372 51		4,944,372 51
Soulanges	7,870,284 74		7,870,284 74
Ste. Anne's	134,456 51	1,035,759 12	1,170,215 63
Fleuve St. Lawrence and canals	18,442 85	3,451,470 56	3,469,913 41
St. Ours	121,537 65	5,690 91	127,228 56
St. Peter's	648,547 14		648,547 14
Tay	489,599 23		489,599 23
Trent	14,612,735 30		14,612,735 30
Welland	7,693,824 03	21,854,424 09	29,548,248 12
Welland Ship Canal	5,068,458 29		5,068,458 29
Williamsburg — Farran's Point		877,090 57	
Williamsburg — Galops		6,121,213 70	
Williamsburg — Rapide Plat		2,158,242 00	10,491,098 07
Williamsburg — Williamsburg	1,320,655 54	13,896 26	
St. Andrew's Lock	1,533,750 57		1,533,750 57
Total	57,094,284 14	56,877,076 53	113,971,360 67

The cost of maintenance for the fiscal year 1915 was $1,644,176.26.

I have the honour to be, sir,

Your obedient servant,

J. L. PAYNE,

Comptroller of Statistics.

CANAL STATISTICS

FOR

SEASON OF NAVIGATION, 1915.

GRAIN PASSED DOWN WELLAND.

The quantity of barley, corn, oats, peas, rye, and wheat passed down the Welland canal, from ports west of Port Colborne for a period of thirty-four years is as follows:—

Quantity passed down to Montreal.		To ports in Ontario.	Quantity from U.S. Ports to U.S. Ports
	Tons.	Tons.	Tons.
1882	180,694	.....	63,881
1883	186,814	10,650	121,876
1884	142,194	12,153	104,537
1885	96,569	11,909	117,346
1886	203,940	9,881	151,551
1887	185,034	11,838	134,868
1888	160,358	25,599	169,664
1889	267,769	19,075	213,766
1890	288,513	15,899	245,932
1891	295,509	6,805	202,710
1892	261,954	8,942	201,540
1893	501,806	25,555	222,958
1894	273,651	16,699	203,979
1895	231,491	32,096	133,823
1896	461,049	73,386	160,372
1897	*560,254	53,257	157,756
1898	519,532	31,279	144,612
1899	332,746	40,197	68,011
1900	244,661	17,525	84,589
1901	151,566	13,732	83,370
1902	208,215	22,787	81,164
1903	251,936	29,062	111,828
1904	198,246	23,711	102,523
1905	341,431	42,061	129,270
1906	304,935	33,351	176,119
1907	635,573	42,032	163,295
1908	756,141	38,142	135,172
1909	652,742	40,238	129,587
1910	789,661	63,657	115,457
1911	836,924	51,560	121,655
1912	961,855	47,866	177,195
1913	1,265,368	63,806	122,069
1914	1,836,456	90,910	70,186
1915	1,120,027	33,200	109,810

During the last decade the quantity of agricultural products, as above passed down the Welland and St. Lawrence canals to Montreal has increased

from 304,935 tons in 1906 to 1,120,027 in 1915, and the quantity passed down the Welland canal from United States ports to United States has decreased from 176,119 to 109,810 tons the same years.

The quantity of barley, buckwheat, corn, oats, peas, rye, and wheat, arrived at Montreal via Grand Trunk and Canadian Pacific railways for a period of 15 years, is reported as follows:—

Year.	Tons.
1901	227,700
1902	263,861
1903	253,959
1904	154,625
1905	148,377
1906	386,963
1907	383,735
1908	285,262
1909	426,163
1910	280,705
1911	241,134
1912	462,444
1913	268,388
1914	689,969
1915	558,043

The quantity of the same articles passed down the whole length of the St. Lawrence canals to Montreal for the same period was:—

Year.	Tons.
1901	233,316
1902	242,225
1903	490,057
1904	220,076
1905	375,639
1906	449,673
1907	684,697
1908	776,374
1909	652,742
1910	789,661
1911	836,924
1912	964,187
1913	1,265,376
1914	1,836,456
1915	1,120,027

Comparative shipments of grain by the St. Lawrence route, and railways are as follows:—

QUANTITY OF GRAIN TO SEABOARD BY COMPETING ROUTES.

The quantity of grain and peas passed down the whole length of the St. Lawrence canals to Montreal is as follows:—

	Tons.
For 1914	1,836,456
1915	1,120,027
Showing a decrease of	716,429

The quantity of grain and peas carried to Montreal via Canadian Pacific and Grand Trunk railways is reported as follows:—

	Tons
For 1914	689,969
1915	558,043
Showing a decrease of	131,926

The quantity of grain passed down the Welland canal in Canadian and United States vessels to Kingston and Prescott for fifteen years is as follows:—

In Canadian vessels there were,

—	Tons.
1901, 112 cargoes, with an aggregate quantity of	132,558
1902, 131 " "	175,514
1903, 170 " "	218,840
1904, 115 " "	174,121
1905, 167 " "	239,418
1906, 205 " "	344,605
1907, 255 " "	427,813
1908, 355 " "	598,941
1909, 308 " "	550,276
1910, 383 " "	679,358
1911, 421 " "	728,223
1912, 504 " "	796,858
1913, 687 " "	1,128,324
1914, 911 " "	1,004,236
1915, 693 " "	992,252

In United States vessels there were,

—	Tons.
1901, 135 cargoes, with an aggregate quantity of	123,229
1902, 135 " "	136,652
1903, 219 " "	273,986
1904, 118 " "	150,359
1905, 235 " "	273,344
1906, 178 " "	269,800
1907, 263 " "	413,687
1908, 271 " "	330,514
1909, 174 " "	272,291
1910, 182 " "	295,714
1911, 173 " "	281,916
1912, 154 " "	330,058
1913, 253 " "	322,919
1914, 178 " "	219,462
1915, 157 " "	270,785

One hundred and sixty-two Canadian and 49 American vessels took cargoes of 343,733 tons through to Montreal intact in 1908; 87 Canadian and 9 American of 135,582 in 1907; 74 Canadian and 10 American of 108,734 tons in 1906; 96 Canadian and 18 American of 180,206 in 1905; 56 Canadian and 16 American of 116,095 tons in 1904; 56 Canadian and 18 American of 99,582 tons in 1903; 19 Canadian and 17 American of 34,804 tons in 1902; 23 Canadian and 2 American of 17,303 tons in 1901, 15 of 7,924 tons in 1900, 2 of 558 tons in 1899, 7 of 2,426 in 1898, 7 of 2,324 in 1897, 3 of 1,176 in 1896, 4 of 1,344 tons in 1895, 2 cargoes of 810 tons in 1894, none in 1893, 2 in 1892 of 934 tons, and 3 in 1891 of

1,441 tons. Three vessels lightened a portion of their cargoes in 1901, 9 in 1900, 11 in 1899, 25 in 1898, 11 in 1897, 16 in 1896, 6 in 1895, 19 in 1894, 34 in 1893, 25 in 1892, and 44 in 1891; 222 vessels discharged the whole of their cargoes at Kingston in 1901, 540 in 1900, 316 in 1899, 473 in 1898, 359 in 1897, 335 in 1896, 169 in 1895, 188 in 1894, 369 in 1893, 220 in 1892, and 293 in 1891.

The quantity of grain transhipped at Port Colborne in 1909 and the four previous years was as follows:—

Articles.	1905.	1906.	1907.	1908.	1909.
	Bushels.	Bushels.	Bushels.	Bushels.	Bushels.
Wheat	679,840	1,009,474	1,428,300	1,106,244	2,686,963
Corn	104,027	110,629	112,036	.....	.....
Rye	.....	.....	.....	.....	.....
Oats	.....	29,118	30,824	23,945	.....
Barley	.....	2,103	.....	56,544	22,216
Flaxseed	.....	.....	30,040	49,628	8,202

WELLAND CANAL.

The total quantity of freight passed on the Welland canal during the season of 1915 was 3,061,012 tons; of this quantity 219,953 tons was way or local freight.

There were 2,304,552 tons of freight passed eastward, and 756,460 passed westward.

East- and Westbound Through Freight.

The total quantity of through freight passed through the whole length of the Welland canal during the season of 1915 was 2,841,059 tons.

Of this quantity 2,155,304 tons were eastbound and 685,755 westbound freight.

Of the eastbound through freight, Canadian vessels carried 1,656,390 tons and United States vessels carried 498,914 tons; and of the westbound through freight, Canadian vessels carried 259,625 tons and United States vessels carried 426,130 tons, or a total of 1,916,015 tons for Canadian, and 925,044 tons for American vessels.

ST. LAWRENCE CANALS.

The total quantity of freight passed through these canals during 1915 was 3,409,467 tons; of this quantity, 2,584,930 tons passed eastward and 824,537 passed westward.

East- and Westbound Through Freight.

The total quantity of through freight was 2,865,062 tons; of this quantity 2,297,261 tons were eastbound and 567,801 tons were westbound.

Way Freight.

Of the total quantity of (way) or local freight, 287,669 tons were eastbound and 256,736 tons westbound freight.

THROUGH TRAFFIC BETWEEN MONTREAL AND PORTS ON LAKE ERIE, MICHIGAN, ETC.

The total quantity of through freight passed eastward from Lake Erie and westward from Montreal through the Welland and St. Lawrence canals, during fifteen years, was as follows:—

Year.	Eastward to Montreal.	Westward from Montreal.
1901	184,420	13,714
1902	250,475	25,289
1903	390,786	100,699
1904	278,328	71,512
1905	448,704	72,482
1906	554,231	96,791
1907	789,167	1,281
1908	864,926	3,472
1909	925,005	191,510
1910	1,170,139	172,360
1911	1,293,638	233,335
1912	1,559,963	236,979
1913	1,710,219	333,592
1914	2,052,900	360,645
1915	1,813,998	289,215

THROUGH FREIGHT FROM UNITED STATES PORTS TO UNITED STATES PORTS.

The total quantity of through freight passed eastward and westward through the Welland canal, from United States ports to United States ports, for a period of fifteen years, was as follows:—

Year.	Eastward.	Westward.	Total.
	Tons.	Tons	Tons.
1901	190,476	83,543	274,019
1902	224,110	44,919	269,029
1903	221,074	149,151	370,225
1904	165,337	87,144	252,481
1905	190,547	112,549	303,096
1906	237,226	84,205	321,431
1907	218,997	177,660	396,657
1908	209,518	239,136	448,654
1909	196,838	248,581	445,419
1910	197,301	288,198	485,499
1911	175,752	309,603	485,355
1912	180,319	235,437	415,756
1913	204,597	320,736	525,333
1914	170,624	338,455	509,079
1915	156,167	329,449	485,616

The total quantity of freight passed through the Welland canal from United States ports to United States ports shows a decrease of 23,463 tons, as compared with the previous year; and an increase of 211,597 tons as compared with 1901.

The following statement shows the aggregate number of vessels and the total quantity of freight passed through the Welland canal, and the quantity passed between United States ports during the year 1867 to 1915, inclusive:—

Fiscal Year.	Aggregate Number of Trips.	Total quantity transported on the Welland Canal.	Quantity passed from United States ports to United States ports.
	Number.	Tons.	Tons.
1867	5,405	933,260	458,386
1868	6,157	1,161,821	641,711
1869	6,069	1,231,903	688,700
1870	7,356	1,311,956	747,567
1871	7,729	1,478,122	772,756
Season of Navigation.			
1872	6,063	1,333,104	606,627
1873	6,425	1,506,484	656,208
1874	5,814	1,389,173	748,557
1875	4,242	1,038,050	477,809
1876	4,789	1,099,810	488,815
1877	5,129	1,175,398	493,841
1878	4,429	968,758	373,738
1879	3,960	865,664	284,043
1880	4,104	819,934	179,605
1881	3,332	686,506	194,173
1882	3,334	790,643	282,806
1883	3,267	1,005,156	432,611
1884	3,138	837,811	407,079
1885	2,738	784,928	384,509
1886	3,589	980,135	464,478
1887	2,785	777,918	340,501
1888	2,647	878,800	434,753
1889	2,975	1,085,273	563,584
1890	2,883	1,016,165	233,957
1891	2,594	975,013	553,800
1892	2,615	955,554	541,065
1893	2,843	1,294,823	631,667
1894	2,412	1,008,221	592,267
1895	2,222	869,595	469,779
1896	2,766	1,279,987	653,213
1897	2,725	1,274,292	564,694
1898	2,384	1,140,077	487,539
1899	2,202	789,770	360,529
1900	2,399	719,360	318,529
1901	1,547	620,209	274,019
1902	1,568	665,387	269,029
1903	1,787	1,002,919	370,225
1904	1,433	811,371	252,481
1905	1,595	1,092,050	305,096
1906	1,536	1,201,967	321,431
1907	1,982	1,614,132	396,743
1908	2,351	1,703,453	448,654
1909	2,433	2,025,951	445,419
1910	2,544	2,326,290	487,499
1911	2,480	2,537,629	485,355
1912	2,905	2,851,915	415,756
1913	3,229	3,570,714	525,333
1914	3,692	3,860,969	509,079
1915	2,922	3,061,012	485,616

The total quantity of freight passed through the several divisions of the Canadian canal system during the season of 1915 is as follows:—

—	Farm Stock.	Forest Produce of Wood.	Manufactures.	Products of Mines.	Agricultural Products.	Total.
	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.
Sault Ste. Marie	655	89,218	441,293	4,564,002	2,655,789	7,750,957
Welland	1	308,660	320,442	1,125,106	1,306,803	3,061,012
St. Lawrence	4,685	601,255	276,713	1,322,291	1,204,523	3,409,467
Chambly	784	280,117	21,605	169,038	7,163	478,707
St. Peter's	10	179	322	2,003	381	2,895
Murray	271	....	6,523	23,781	153	30,728
Ottawa	2,889	155,669	16,089	93,521	4,202	272,370
Rideau	1,690	10,211	10,186	97,173	1,521	120,781
Trent	299	44,575	2,751	289	1,990	49,904
St. Andrews	5	4,894	187	16,896	....	21,982

The total quantity of freight moved on the Welland canal was 3,061,012 tons, of which 1,306,803 tons were agricultural products.

On the St. Lawrence canals the total quantity of freight moved was 3,409,467 tons, of which 1,204,523 were agricultural products, and 276,713 tons were manufactures.

On the Ottawa canals the total quantity of freight moved was 272,370 tons; of this quantity, 155,669 tons were the produce of the forest.

The United States canal was open to navigation during the season of—

1889	234 days.	1902	256 days.
1890	228 "	1903	249 "
1891	225 "	1904	223 "
1892	233 "	1905	245 "
1893	219 "	1906	249 "
1894	234 "	1907	233 "
1895	231 "	1908	231 "
1896	232 "	1909	236 "
1897	234 "	1910	224 "
1898	241 "	1911	237 "
1899	231 "	1912	237 "
1900	238 "	1913	245 "
1901	230 "	1914	242 "
		1915	248 "

The Canadian canal was open to navigation during the season of—

1895	87 days.	1905	255 days.
1896	218 "	1906	253 "
1897	238 "	1907	238 "
1898	243 "	1908	235 "
1899	239 "	1909	240 "
1900	238 "	1910	248 "
1901	246 "	1911	236 "
1902	264 "	1912	240 "
1903	256 "	1913	246 "
1904	241 "	1914	239 "
		1915	248 "

The average number of vessels passing per day through the two canals for the season 1915 was 86.

COMPARATIVE STATEMENT of the Commerce through the United States St. Mary's Falls canals and the Canadian Sault Ste. Marie canal, for the Seasons of 1914 and 1915.

		Traffic for 1915.		Total Traffic for		Increase.	Decrease.
		United States Canal.	Canadian Canal.	Season of 1915.	Season of 1914.	Amount.	Amount.
Vessels	Passages	16,910	4,374	21,284	18,616	2,668	
Lockages	Number	10,312	3,496	13,808	13,502	306	
Tonnage, registered	Net tons	47,918,847	8,484,815	56,403,662	41,991,543	14,412,119	
Tonnage, freight	"	63,548,993	7,750,957	71,299,950	55,370,651	15,929,299	
Passengers	Number	25,378	25,047	50,425	60,418		9,993
Coal, hard	Net tons	1,972,597	54,127	2,026,724	2,248,628		221,904
Coal, soft	"	10,910,080	426,054	11,336,134	12,236,693		900,559
Flour	Barrels	5,716,109	2,754,040	8,470,149	9,717,353		1,247,204
Wheat	Bushels	192,053,141	63,428,467	255,481,608	150,257,781	105,223,827	
Grain, including wheat	"	39,864,401	24,911,588	64,775,989	68,209,544		3,433,555
Manufactured and pig iron	Net tons	182,141	109,648	291,789	112,660	179,129	
Salt	Barrels	653,256	50,890	704,146	778,301		74,255
Copper	Net tons	136,105	20,331	156,436	91,764	64,672	
Iron ore	"	41,163,254	4,046,705	45,219,959	31,430,691	13,789,268	
Lumber	Ft. B.M	410,535,000	27,621,000	438,156,000	459,615,200		21,459,200
Silver ore	Net tons						
Building stone	"						
Unclassified freight	"	1,175,677	385,346	1,561,023	1,259,386	301,637	

C.—TABLE showing the Tonnage of the undermentioned Articles passed through the Welland canal in transit between Ports in the United States during a series of forty-five years, ended December 31, 1915.

Years.	Vegetable Food.								Heavy Goods.					
	Flour.	Wheat.	Corn.	Barley.	Oats.	Rye.	*Other Articles.	Total.	Railway Iron.	Other Iron.	Sugar and Salt.	Coal.	Ores.	Total.
	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.
1869	30,681	211,085	91,149	2,942	.....	667	1,006	337,530	68,064	14,334	89,086	28,566	35,912	235,962
1872	10,482	124,695	89,761	1,391	7,400	.....	608	234,337	24,040	13,239	49,843	95,741	59,401	224,264
1873	10,805	127,727	101,329	1,920	1,188	3	392	243,366	4,659	13,826	40,507	170,242	62,942	292,176
1874	8,230	229,053	125,627	.....	5,948	.....	5,368	374,226	5,742	8,941	22,888	203,673	19,651	260,895
1875	1,881	113,832	54,188	2,641	2,946	500	1,920	177,908	14	4,123	12,931	192,767	34,616	244,451
1876	5,187	96,217	58,138	.....	1,905	525	403	162,405	.....	5,531	29,395	167,110	25,808	227,844
1877	3,342	107,396	65,260	1,603	2,314	258	413	180,586	8,976	8,688	8,336	172,868	41,107	239,975
1878	1,316	65,542	60,026	859	277	.....	341	128,361	.....	10,713	3,892	150,583	13,535	178,723
1879	159	53,791	33,401	.....	464	.....	11	87,826	2,405	3,648	6,318	118,573	17,797	148,741
1880	.....	30,611	16,122	1,551	296	.....	.....	48,580	4,743	3,515	371	65,945	18,380	92,954
1881	.....	34,320	30,031	924	.....	.....	10	65,285	1,313	5,570	.....	83,858	6,461	97,205
1882	107	30,227	32,433	537	.....	684	14	64,002	.....	4,076	.....	158,552	14,533	177,161
1883	2,041	54,382	66,128	735	731	.....	8,579	132,496	1,209	6,901	8	196,462	24,891	229,471
1884	1,715	40,956	53,707	.....	9,874	.....	8,170	114,422	608	599	.....	210,790	15,100	227,187
1885	124	53,235	63,229	732	882	.....	1	118,203	.....	1,594	.....	198,416	15,029	215,039
1886	7,591	53,258	94,048	.....	4,799	.....	13,201	172,888	156	5,328	1	189,964	11,364	206,813
1887	11,780	37,678	83,431	1,732	12,050	.....	10,859	157,530	15	4,406	.....	82,780	627	87,828
1888	8,563	39,999	102,974	2	26,510	179	11,598	189,825	63	1,601	56	173,259	2,309	177,288
1889	5,017	39,229	147,045	.....	27,492	.....	17,225	236,208	.....	1,587	896	227,476	1,204	231,163
1890	9,204	31,527	180,842	6,519	27,030	.....	20,497	275,619	.....	501	208	162,231	1,620	164,563
1891	6,802	32,097	127,494	8,113	52,823	.....	26,115	253,444	.....	292	705	186,572	1,773	189,342
1892	11,018	26,950	131,222	6,433	36,935	.....	31,992	244,550	.....	576	2	183,895	.....	184,473
1893	6,588	28,187	198,777	16,751	23,870	864	36,352	311,389	.....	344	.....	206,827	.....	207,171
1894	17,795	53,846	105,329	28,095	27,621	.....	60,462	198,358	.....	297	.....	188,521	.....	188,818
1895	10,169	27,881	100,512	7,904	17,020	.....	46,316	209,802	181	246	.....	149,490	.....	149,917
1896	16,224	34,878	175,094	11,128	16,137	490	46,456	300,407	.....	146	.....	207,348	.....	207,494
1897	7,237	28,919	169,057	14,173	14,969	.....	41,887	276,242	965	15	.....	165,143	.....	166,123
1898	4,212	11,268	150,667	6,909	12,732	1,197	22,671	209,656	770	339	4	156,814	.....	157,927
1899	6,118	12,926	81,777	2,424	19,526	923	18,198	141,892	351	1,646	553	88,931	.....	91,481
1900	7,966	18,771	60,545	2,402	39,706	2,149	14'248	145,787	.....	953	.....	46,024	.....	46,977
1901	7,165	23,557	55,531	7,119	26,344	.....	14,016	143,732	83	80	105	46,702	.....	46,970
1902	13,785	32,639	66,111	7,418	10,006	.....	12,675	142,634	.....	214	.....	12,911	.....	13,125

*Apples, meal of all kinds, peas, potatoes.

C.—TABLE showing the Tonnage of the undermentioned Articles passed through the Welland canal in transit between Ports in the United States during a series of forty-five years, ended December 31, 1915—*Concluded.*

Years.	Vegetable Food.								Heavy Goods.					
	Flour.	Wheat.	Corn.	Barley.	Oats.	Rye.	*Other	Total Articles.	Railway Iron.	Other Iron.	Sugar and Salt.	Coal.	Ores.	Total.
	Tons	Tons	Tons.	Tons.	Tons.	Tons	Tons	Tons	Tons	Tons.	Tons	Tons.	Tons.	Tons
1903	6,082	15,439	108,917	11,433	6,112	4,175	13,568	165,725	459	.....	.....	113,072	.....	113,535
1904	8,556	14,269	60,964	16,621	16,497	.....	13,079	129,986	.....	.....	.....	63,882	.....	63,882
1905	24,054	15,483	93,622	9,197	10,892	.....	9,682	162,930	.....	1	.....	73,464	.....	73,465
1906	15,215	13,410	135,410	9,266	11,323	.....	10,678	195,132	.....	169	.....	33,523	.....	33,692
1907	18,898	21,892	124,474	2,812	4,741	2	22,001	194,820	.....	30	.....	110,347	4,050	114,420
1908	17,694	24,651	99,830	7,418	2,070	2	21,393	172,788	.....	.....	.....	158,351	1,400	159,751
1909	15,452	17,940	100,967	4,224	.....	.....	22,683	161,266	.....	5	.....	131,131	1,531	132,667
1910	11,859	10,717	126,938	3,840	.....	.....	8,751	161,925	.....	.....	.....	201,893	.....	201,893
1911	2,852	4,950	116,705	.....	.....	.....	7,565	132,072	.....	1,863	26,303	223,942	4,483	256,491
1912	9,878	15,911	91,254	2,160	1,400	.....	12,714	133,317	.....	300	11,078	166,419	4,979	182,776
1913	11,967	20,258	114,662	.....	7,407	.....	8,685	162,979	.....	505	18,387	237,230	5,202	261,324
1914	8,580	32,657	85,700	.....	5,210	.....	10,278	142,425	.....	.....	25,258	236,976	6,341	268,575
1915	4,124	22,310	89,269	690	457	.....	5,152	122,022	.....	.....	15,705	235,929	17,972	269,606

*Apples, meal all kinds, pease, potatoes.

A.—TABLE showing the total tonnage of the undermentioned articles moved Up December

Year.	Vegetable Food.						
	Flour.	Wheat.	Corn.	Barley.	Oats.	Rye.	Other Articles. †
	Tons	Tons.	Tons	Tons.	Tons.	Tons.	Tons.
1869*	45,674	313,825	120,599	20,951	.....	904	1,937
1872	26,651	239,998	254,902	6,035	7,752	64	2,745
1873	30,665	355,847	180,169	8,225	1,194	3	3,777
1874	24,019	413,212	181,151	18,871	5,954	513	8,677
1875	13,964	253,835	103,749	35,751	3,383	917	6,337
1876	15,778	201,906	144,501	18,455	24,496	1,454	3,198
1877	13,558	253,953	169,196	19,870	2,810	2,439	2,355
1878	9,121	191,982	185,931	10,979	3,088	.....	2,302
1879	10,710	274,570	144,506	4,655	1,239	440	2,444
1880	12,679	242,020	163,738	17,772	477	1,016	1,480
1881	9,959	127,832	101,075	24,509	.....	1,844	2,086
1882	12,261	215,056	54,799	20,126	611	3,226	403
1883	13,471	152,794	182,269	10,436	731	1,642	10,983
1884	13,683	144,851	118,811	7,155	10,746	1,320	9,168
1885	13,334	124,206	117,536	15,801	1,116	.....	1,912
1886	19,474	154,169	219,442	1,595	4,911	564	14,657
1887	23,949	221,927	114,938	9,574	12,050	.....	12,533
1888	16,983	160,963	194,886	5,906	26,629	811	13,608
1889	7,931	126,664	353,595	4,272	28,356	2,673	18,552
1890	14,461	118,002	327,394	10,830	27,728	1,549	20,876
1891	13,517	198,658	185,180	8,113	52,959	64,888	28,042
1892	17,046	232,019	192,548	6,433	37,173	9,392	32,815
1893	15,235	258,392	441,092	18,599	31,283	3,671	36,981
1894	33,628	270,993	169,233	28,353	27,962	567	60,673
1895	44,044	203,088	164,894	8,689	18,236	1,007	46,463
1896	42,425	320,563	320,444	11,368	28,178	9,405	56,591
1897	9,065	324,743	390,615	14,173	25,161	8,483	44,674
1898	5,578	207,647	437,861	12,286	17,502	16,127	23,182
1899	11,625	197,732	204,004	2,907	24,037	923	18,460
1900	10,968	137,800	163,509	4,035	41,055	3,538	14,815
1901	18,978	151,586	67,756	7,119	28,485	2,961	14,024
1902	22,282	225,171	67,647	7,418	11,232	4,079	12,963
1903	25,998	259,031	210,758	14,656	7,911	4,904	13,994
1904	35,049	165,138	116,444	27,171	16,582	.....	13,183
1905	38,512	254,458	180,921	55,432	36,072	1,711	9,883
1906	18,294	326,798	211,805	31,446	49,306	1,784	10,739
1907	22,739	488,565	271,693	13,240	73,369	2,270	22,683
1908	23,209	732,131	127,402	31,172	33,423	6,667	21,668
1909	38,763	590,196	140,902	23,151	75,135	33	30,221
1910	41,152	587,493	229,980	21,575	136,233	.....	18,149
1911	57,061	562,282	273,932	15,029	163,333	112	11,360
1912	45,807	795,989	121,333	25,241	185,546	714	14,626
1913	45,710	1,005,362	144,354	96,889	199,794	6,867	10,640
1914	87,701	1,599,909	112,133	89,622	225,668	10,220	10,318
1915	15,117	955,181	121,086	26,231	169,046	.....	5,999

* Fiscal. † Apples, meal of all kinds, peas, potatoes.

and Down, through the Welland canal, during a period of forty-five years, ended 31, 1915.

Total.	Railway Iron.	Other Iron.	Sugar and Salt.	Iron & Salt having paid full tolls on St. Lawrence canals.	Coal.	Ores.	Total.
Tons.	Tons.	Tons.	Tons.	Tons.	Tons	Tons.	Tons.
503,860	46,806	16,924	91,575	37,153	103,126	58,781	275,623
538,147	26,217	17,141	50,540	44,243	186,932	98,605	3,678
579,880	6,923	20,754	40,850	17,157	339,016	118,685	43,387
647,397	6,032	12,068	23,309	9,579	323,503	56,825	431,316
417,936	1,517	7,588	13,509	9,962	321,306	43,683	397,565
409,788	51	7,997	30,300	20,327	288,211	81,654	378,540
464,181	9,630	9,696	9,173	3,983	323,869	42,758	399,109
403,403	10	11,518	3,980	12,686	295,318	15,229	338,741
438,564	2,782	5,797	7,174	17,796	192,957	19,164	245,670
442,182	5,360	4,812	413	22,273	109,986	34,139	176,983
269,395	4,585	7,013	10	30,682	128,113	18,785	189,188
306,482	.....	5,348	50	17,327	237,559	23,700	283,984
373,326	1,237	7,922	66	17,037	307,058	31,785	365,105
305,734	698	652	461	3,242	274,471	53,205	332,729
273,905	78	2,055	597	14,243	248,272	26,728	291,973
414,812	166	6,123	48	12,324	271,356	27,447	317,464
394,971	1,351	5,636	.....	6,715	145,193	13,866	172,761
419,786	93	3,220	316	13,617	223,871	16,872	257,989
542,043	47	2,479	1,254	20,269	268,305	2,435	294,789
519,291	.....	753	1,027	28,047	202,384	8,138	240,249
367,177	127	1,610	2,567	7,953	224,644	3,415	240,316
527,426	163	1,567	878	3,666	211,616	355	218,245
805,253	6	2,075	374	8,139	233,096	.....	243,690
591,409	.....	3,072	159	977	203,608	.....	207,816
486,421	185	6,245	54	2,819	158,866	1,140	169,309
788,974	1,192	6,332	82	3,264	223,445	1,158	235,473
816,914	7,206	17,012	227	590	176,226	.....	201,261
720,183	1,444	11,722	799	734	162,336	13,433	190,468
459,688	567	6,361	1,282	1,318	97,732	26,125	133,385
375,720	.....	8,190	533	4,800	47,392	58,400	119,315
290,909	83	6,094	327	8,773	49,480	99,487	164,244
350,792	64	7,488	.....	15,201	64,014	22,480	109,247
537,252	488	5,407	2,554	45,846	147,884	18,323	220,502
373,568	11,381	9,957	1,093	4,164	113,525	39,683	179,803
576,989	2,651	10,912	226	4,221	172,642	22,381	213,033
650,172	3,747	8,493	100	16,204	147,587	5,862	181,993
894,559	961	4,923	246	18,761	267,212	25,040	317,143
975,672	.....	35,726	429	.....	316,921	18,004	371,080
898,401	.....	87,025	.....	.....	377,681	33,301	498,007
1,034,582	.....	57,581	.....	.....	577,491	34,311	669,383
1,083,109	.....	126,956	35,888	.....	619,682	37,480	820,006
1,189,256	.....	139,991	21,630	.....	709,696	82,376	953,693
1,509,616	.....	96,245	28,396	.....	945,790	78,776	1,149,207
2,135,571	.....	34,037	35,060	.....	949,306	14,151	1,032,554
1,292,660	.....	46,039	30,250	.....	935,824	49,339	1,061,452

B.—Table showing the Total Way and Through Tonnage of the undermentioned articles cleared downward on the Welland canal during a series of forty-five years, ended December 31, 1915.

VEGETABLE FOOD.

Years.	Flour.	Wheat.	Corn.	Barley.	Oats.	Rye.	Other Articles. †	Total.
	Tons.	Tons.	Tons	Tons.	Tons.	Tons.	Tons	Tons.
1869	44,110	310,090	119,541	3,920	.....	680	1,541	479,882
1872	26,648	231,056	254,534	693	7,594	64	2,300	524,889
1873	30,660	345,720	180,042	643	1,188	3	3,557	563,813
1874	24,017	406,157	181,128	377	5,953	.....	3,301	620,933
1875	13,930	248,555	103,477	813	3,383	500	4,304	374,962
1876	15,735	194,559	144,501	1,110	24,496	1,454	2,949	384,807
1877	13,588	248,894	169,185	10,216	2,810	2,405	1,833	488,931
1878	8,854	188,106	185,931	1,217	3,088	.....	2,100	389,296
1879	10,588	271,545	114,276	803	1,196	.....	2,387	430,795
1980	12,467	240,601	162,891	.....	477	.....	1,417	417,853
1881	9,655	121,393	103,075	252	.....	6	1,371	235,752
1882	12,205	205,876	54,797	537	.....	1,954	225	275,594
1883	13,256	146,741	182,143	975	731	518	10,971	355,335
1884	13,626	135,804	118,811	270	10,746	477	9,018	288,752
1885	13,322	114,090	117,536	618	1,116	.....	1,628	248,310
1886	19,418	146,151	218,897	.....	4,891	.....	14,581	403,928
1887	23,940	210,755	114,938	1,711	12,050	.....	12,149	375,543
1888	16,973	150,833	194,886	555	26,629	811	13,358	404,045
1889	7,922	120,498	353,595	197	28,356	1,918	18,273	530,759
1890	14,461	114,924	327,394	6,519	27,728	1,121	20,836	512,983
1891	13,517	196,326	185,177	8,113	52,959	65,071	27,895	549,058
1892	17,046	229,569	192,548	6,433	37,173	9,392	32,548	524,709
1893	15,232	257,203	441,092	18,461	31,283	3,671	36,981	803,923
1894	33,628	270,514	169,233	28,353	27,962	.....	60,587	590,277
1895	43,895	202,636	164,894	8,689	18,236	.....	46,435	484,785
1896	42,159	319,388	320,444	11,368	28,178	8,970	54,031	784,538
1897	9,025	322,993	390,615	14,173	25,127	8,483	44,651	815,067
1898	5,578	206,313	437,849	12,286	17,491	16,127	23,170	718,814
1899	11,625	197,732	204,004	2,424	23,541	923	18,440	458,689
1900	10,968	137,800	163,509	3,449	40,256	3,538	14,802	374,322
1901	18,937	151,325	67,757	7,119	28,281	2,961	14,021	290,400
1902	22,282	223,499	67,647	7,418	11,223	4,079	12,912	349,060
1903	25,997	257,370	210,758	14,656	7,911	4,904	13,982	535,578
1904	35,046	164,515	116,444	27,171	16,582	.....	13,157	372,915
1905	38,512	247,599	180,921	55,432	36,072	1,711	9,882	570,129
1906	18,227	326,789	111,243	31,446	49,306	1,411	10,739	549,161
1907	22,689	488,565	271,693	13,240	73,369	2,270	22,683	894,509
1908	23,187	730,751	127,402	31,172	33,423	6,667	21,668	974,270
1909	38,763	590,074	140,902	23,151	75,135	33	30,206	898,264
1910	41,152	587,493	229,980	21,575	136,233	.....	18,149	1,034,582
1911	57,061	562,282	273,932	14,622	163,333	112	11,360	1,082,702
1912	45,807	795,989	121,333	25,241	185,546	714	14,626	1,189,256
1913	45,710	1,005,362	144,354	96,889	199,794	6,867	10,640	1,509,616
1914	87,701	1,599,909	112,333	89,622	225,668	10,220	10,318	2,135,571
1915	15,087	946,004	121,086	26,231	168,876	.....	5,999	1,283,283

* Fiscal. †Apples, meal all kinds, potatoes.

D.—STATEMENT showing the Quantity of Through Freight passed down the Welland canal in Canadian and United States vessels entering the canal at Port Colborne, during the Season of Navigation in 1904, 1909, 1906, 1907, 1908, 1909, 1910, 1911, 1912, 1913, 1914 and 1915.

Articles.	Canadian Vessels.				United States Vessels.				Total.	
	Steam.		Sail.		Steam.		Sail.		Steam and Sail.	
	No.	Tonnage.	No	Tonnage.	No.	Tonnage.	No.	Tonnage.	No	Tonnage.
	228	157,539	55	39,375	205	187,748	42	15,918	530	400,580
1904.										
		Tons.		Tons.		Tons.		Tons.		Tons
Wheat		116,794		33,302		14,269				164,365
Corn		12,768		7,814		95,862				116,444
Barley		2,619		824		23,728				27,171
Oats						16,261				16,261
Pease						3				3
Rye		1,925		7,187		17,133				33,913
Coal		34,907				1,925		7,668		36,832
Miscellaneous merchandise		29,567				60,548				90,115
Shingles, woodenware, etc.										
Sawed lumber.....Ft. B.M.		15,077,382		854,811		32,754,541		9,572,655		58,259,389
Square timber.....Cub. ft.		944,508		744,000				149,000		1,837,508
Firewood.....Cords.						717				717
Staves.....No.		634,000								634,000
	No.	Tonnage.	No.	Tonnage.	No	Tonnage.	No.	Tonnage.	No.	Tonnage.
	252	182,373	91	48,692	319	286,656	64	29,120	726	546,841
1905.										
		Tons.		Tons		Tons.		Tons.		Tons.
Wheat		188,706		18,575		28,757		2,512		238,550
Corn		6,385		6,636		163,374		4,526		180,921
Barley		6,870		1,451		47,111				55,432
Oats		8,225		2,570		21,535		3,742		36,072
Pease						76				76
Rye						1,171				1,711
Coal		18,756		35,324		28,330		8,678		91,088
Iron ore		14,358		8,023						22,381
Merchandise		29,375		7,485		74,975		3,126		114,961
Shingles, woodenware, etc.				2,748,941		2,325				2,325
Sawed lumber.....Ft. B.M.		2,867,147				38,290,831		12,479,689		54,589,200
Square timber.....Cub. ft.		355,000		951,524						538,000
Firewood.....Cords.				183,000		900				900
	No.	Tonnage.	No.	Tonnage.	No	Tonnage.	No.	Tonnage.	No.	Tonnage.
	328	238,690	121	65,355	305	310,622	43	15,758	797	631,425
1906.										
		Tons.		Tons.		Tons.		Tons.		Tons.
Wheat		250,493		34,355		35,578				320,436
Corn		8,177				202,250		1,378		49,306
Barley		8,546		5,046		17,854				31,446
Oats		21,900		16,083		11,323				49,306
Pease						11				11
Rye				5		1,406				1,411
Coal		30,455		47,242		24,190		9,356		111,243
Iron ore		5,862								5,862
Merchandise		35,383		7,009		110,263		50		152,705
Shingles, woodenware, etc.				37		851				904
Sawed lumber.....Ft. B.M.		3,471,514		235,624		25,711,196		10,789,755		40,188,089
Square timber.....Cub. ft.		375,000		200,000						575,000
Firewood.....Cords.		110		18		1,093				1,221
Staves.....No.						300,000				300,000

D.—STATEMENT showing the quantity of Through Freight passed down the Welland canal in Canadian and United States vessels, etc.—*Continued.*

Articles.	Canadian Vessels.				American Vessels.				Total.	
	Steam.		Sail.		Steam.		Sail.		Steam and Sail.	
	No.	Tonnage.	No	Tonnage.	No	Tonnage.	No	Tonnage.	No.	Tonnage.
	375	290,509	148	81,070	408	397,616	76	36,921	1007	816,116
1907.		Tons.		Tons.		Tons.		Tons.		Tons.
Wheat		294,298		50,808		130,818		4,429		480,303
Corn		6,713		514		259,895		4,571		271,693
Barley		8,726		468		4,046				13,240
Oats		49,689		16,647		7,033				73,369
Pease						25				25
Rye						2,270				2,270
Coal		31,506		57,373		50,183		14,493		143,555
Iron ore		12,040		8,950						20,990
Merchandise		21,545		9,436		5,231		6,235		42,447
Shingles, woodenware, etc.						2,222				2,222
Sawed lumber Ft. B.M						14,395,124		11,201,446		25,596,570
Square timber Cub. ft		558,090		323,000						881,090
Firewood Cords						660				660
	No.	Tonnage.	No.	Tonnage.	No.	Tonnage.	No.	Tonnage.	No.	Tonnage.
	567	432,623	149	64,034	428	319,030	36	19,866	1180	835,553
1908.		Tons.		Tons.		Tons.		Tons.		Tons.
Wheat		505,151		39,001		183,011		3,498		730,751
Corn		2,405				124,997				127,402
Barley		19,775		1,133		10,264				31,172
Oats		30,091		643		2,689				33,423
Pease						40				40
Rye		742				5,925				6,667
Coal		33,733		42,656		57,448		8,334		148,181
Merchandise		26,815		14,783		14,410		13,686		69,694
Firewood Cords				70		1,173				1,243
Sawed lumber Ft. B.M						17,572,070		6,578,545		24,150,615
Square timber Cub. ft		221,300		313,000						534,300
	No	Tonnage.	No	Tonnage.	No	Tonnage.	No	Tonnage.	No.	Tonnage.
	555	486,406	136	71,034	323	324,576	26	17,317	1040	899,333
1909.		Tons		Tons.		Tons.		Tons		Tons.
Wheat		415,208		34,903		133,172				583,283
Corn		6,694				134,208				140,902
Barley		17,943		360		4,848				23,151
Oats		70,392		4,743						75,135
Pease						63				63
Rye		33								33
Coal		160,475		53,681		21,097		630		235,883
Merchandise		52,994		14,732		12,232		16,498		96,506
Sawed lumber						31,643		10,214		41,857
Square timber		3,450		7,840		125		1,475		12,890

D.—STATEMENT showing the Quantity of Through Freight passed down the Welland canal in Canadian and United States vessels, etc.—*Continued.*

Articles.	Canadian Vessels		American Vessels.		Total.
	Steam.	Sail.	Steam.	Sail.	Steam and Sail.
	No. | Tonnage.	No. | Tonnage.	No | Tonnage.	No | Tonnage.	No. | Tonnage.
	596 | 599,416	142 | 88,963	249 | 285,704	14 | 13,563	1001 | 987,646
1910.	Tons.	Tons.	Tons.	Tons.	Tons
Wheat	481,624	22,200	77,040		580,864
Corn	15,759		214,221		229,980
Barley	17,159	576	3,840		21,575
Oats	135,743		490		136,233
Pease			123		123
Rye					
Coal	216,679	114,671	29,646	894	361,990
Merchandise	39,149	15,231	21,818	20,466	96,664
Sawed lumber	3,630	800	16,932		21,362
Square timber	1,930	5,000	800		7,730
Shingles			525		525
Unenumerated	74,434	1,772	24,031		100,237
Total	986,207	160,250	389,466	21,360	1,557,283
	No. | Tonnage.	No. | Tonnage.	No. | Tonnage.	No | Tonnage.	No | Tonnage.
	640 | 670,037	122 | 83,755	270 | 304,171	48 | 42,830	1080 | 1,100,793
1911.	Tons	Tons.	Tons.	Tons.	Tons.
Wheat	483,984	24,826	49,330		558,140
Corn	29,978	11,368	232,586		273,932
Barley	14,382	240			14,622
Oats	162,455	878			163,333
Pease					
Rye	112				112
Coal	230,809	79,311	40,109	22,489	372,718
Merchandise	45,838	19,325	45,881	34,449	145,493
Sawed lumber	300		25,361	9,020	34,681
Square timber	3,260	4,500	2,277		10,037
Shingles			60		60
Unenumerated	95,017		14,386		109,403
Total	1,066,135	140,448	409,990	65,958	1,682,513
	No. | Tonnage.	No. | Tonnage.	No. | Tonnage.	No. | Tonnage.	No. | Tonnage.
	774 | 790,044	152 | 95,202	450 | 427,226	52 | 33,102	1428 | 1,345,574
1912.	Tons.	Tons.	Tons	Tons.	Tons.
Wheat	603,854	78,794	111,284		793,932
Corn	536	2,181	118,616		121,333
Barley	22,022	353	2,866		25,241
Oats	170,446	3,269	11,831		185,546
Pease			150		150
Rye			714		714
Coal	331,536	44,212	154,653	3,800	534,201
Merchandise	48,659	17,602	47,836	32,340	146,437
Sawed lumber			22,689	15,361	38,050
Square timber	9,000	8,660	1,409		19,069
Shingles			250		250
Unenumerated	73,387	1,186	69,367		143,940
Total	1,259,440	156,257	541,665	51,501	2,088,863

D.—STATEMENT showing the Quantity of Through Freight passed down the Welland canal in Canadian and United States vessels, etc.—*Concluded.*

Articles.	Canadian Vessels.				United States Vessels.				Total.	
	Steam.		Sail.		Steam.		Sail.		Steam and Sail.	
	No.	Tonnage.	No.	Tonnage.	No.	Tonnage.	No.	Tonnage.	No.	Tonnage.
	1043	1,081,973	148	104,194	375	386,284	28	18,908	1594	1,590,459
1913.		Tons.		Tons.		Tons.		Tons		Tons
Wheat		761,418		87,153		154,768				1,003,339
Corn		1,549				142,805				144,354
Barley		82,241		2,448		12,200				96,889
Oats		188,442		1,937		9,415				199,794
Pease										
Rye		3,136				3,731				6,867
Coal		498,269		59,145		107,946		1,735		667,095
Merchandise		59,375		18,701		28,825		21,008		127,909
Sawed timber		1,500				19,200		3,736		24,436
Square timber		4,636		4,004		1,040				9,680
Shingles										
Unenumerated		183,957		9,059		76,613		5,550		273,179
Total		1,784,523		182,447		556,543		30,029		2,553,531
	No.	Tonnage.	No.	Tonnage.	No.	Tonnage.	No.	Tonnage.	No.	Tonnage.
	1301	1,345,319	154	93,099	357	353,547	25	7,279	1837	1,799,244
1914.		Tons.		Tons.		Tons.		Tons		Tons.
Wheat		1,268,410		101,833		189,666				1,559,909
Corn		4,973		1,422		105,738				112,133
Barley		80,488		4,423		4,711				89,622
Oats		210,795		3,699		10,982				225,476
Pease										
Rye		1,114				9,106				10,220
Coal		531,240		32,288		132,215		901		696,544
Merchandise		61,135		16,751		14,987				92,873
Sawed timber		450				17,285		1,670		19,405
Square timber		4,846				1,397				6,243
Shingles		175								175
Unenumerated		102,804				20,936		400		124,140
Total		2,266,430		160,416		507,023		2,871		2,936,740
	No.	Tonnage.	No.	Tonnage.	No.	Tonnage.	No.	Tonnage.	No.	Tonnage.
	856	885,441	161	105,309	285	310,071	7	2,133	1309	1,302,954
1915.		Tons.		Tons.		Tons.		Tons.		Tons
Wheat		679,534		105,391		161,079				946,004
Corn		14,742		1,089		105,255				121,086
Barley		23,878		1,663		690				26,231
Oats		163,125		2,830		2,921				168,876
Pease						840				840
Rye										
Coal		465,649		51,975		160,162		1,490		679,276
Merchandise		97,085		18,105		37,862				153,052
Sawed lumber		2,543				17,565				20,108
Square timber		4,650				1,381				6,031
Shingles										
Unenumerated		22,972		1,159		8,499		1,170		33,800
Total		1,474,178		182,212		496,254		2,660		2,155,304

WELLAND CANAL THROUGH FREIGHT—RECAPITULATION.

WELLAND CANAL—WESTBOUND FREIGHT.

The total quantity of Through Freight passed up the Welland canal in Canadian and United States vessels during the Season of Navigation in 1915 is as follows:—

Summary.	Tons.	Tons.
In Canadian steam vessels	257,548	
" sail vessels	2,077	
Total quantity in Canadian vessels		259,625
In United States steam vessels	426,130	
" sail vessels		
Total in United States vessels		426,130
Grand total freight passed up the Welland canal in Canadian and United States vessels		685,755

STATEMENT of the Quantity of Through Freight passing up and down the Welland canal during the Season of Navigation in 1915.

Summary.	Tons.	Tons.
In Canadian steam vessels up	257,548	
" " down	1,474,178	
Total in Canadian steam vessels		1,731,726
In Canadian sail vessels up	2,077	
" " down	182,212	
Total in Canadian sail vessels		184,289
Total quantity in Canadian vessels		1,916,015
In United States steam vessels up	426,130	
" " down	496,254	
Total in United States vessels		922,384
In United States sail vessels up		
" " down	2,660	
Total in United States sail vessels		2,660
Total quantity in United States vessels		925,044
Total in Canadian and United States vessels		2,841,059
	Down or East bound	Up or West bound.
In Canadian vessels	1,676,390	259,625
In United States vessels	498,914	426,130
Total	2,155,304	685,755

F.—STATEMENT showing the Quantity of Freight passed Eastward, from Lake Erie, through the whole length of the Welland and St. Lawrence canals, to Montreal, during the Seasons of Navigation 1903 to 1915.

Articles.	1903.	1904.	1905.	1906.	1907.	1908.	1909.	1910.	1911.	1912.	1913.	1914.	1915.
Class 3.	Tons.	Tons.	Tons	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons
Cement and water lime		35					5,652	484			270		
Clay, lime and sand			22										
Iron, railway		8,170	10										
"									1,901		93	430	2,575
" all other	2,542	1,651	384	269	124	553	12,689	7,154	34,540	28,996	5,402	150	9,880
Steel		16	48										
Stone, for cutting													
Apples		1			9,936								
Barley	2,206	9,697	43,607	21,196	105,984	24,318	19,143	20,000	14,853	20,572	60,854	56,784	25,108
Corn	123,864	55,021	84,204	55,559		10,454	17,137	77,612	134,239	7,345	9,344	6,031	18,643
Flaxseed	3,643	212	15,694	80,570	49,159	27,500	19,634	6,607	11,696	15,413	117,548	4,285	10,317
Flour	16,151	24,662	14,574	9,174	3,730	5,028	21,905	27,081	44,588	38,026	34,152	60,723	10,295
Meal, all kinds	348	57	270	60		156		10,323	3,967				
Oats	2,438		21,404	37,164	66,941	28,081	65,624	129,900	147,180	164,581	72,733	97,361	151,075
Oil cake	462	7,846	9,229										
Pease	63						30		20	10			
Rye	4,260		1,711	1,405	2,266	6,662	120			714	4,567	9,385	
Salt	132	615	168	75	143	419				931	686	100	142
Seed, all kinds					20								
Hay, pressed													
Tobacco, raw													
Wheat	226,746	133,528	190,505	289,611	450,446	686,626	550,775	562,149	541,174	768,633	763,851	1,184,645	925,201
All other agricultural products, vegetables							5,876					308	1,500
Hides, skins, horns and hoofs		10		2									
Horses													
Lard and lard oil			2,847	4,810									
Meats, all kinds										41			
Pork						524							
Tallow	3		53										
All other agricultural products, animal		1					366						
Total, class 3.	382,858	241,522	384,727	499,895	668,749	790,321	718,951	841,310	934,158	1,045,262	1,069,500	1,420,202	1,154,736

Class 4.													
Agricultural implem'ts	58	17											
Ashes	2	16											
Bricks						1,548							
Crockery			93										
Furniture	3	6		6				2			36		
Glass, all kinds	15	3	21	11	4								
Molasses	240		820										
Nails	19		64			3							
Oil	14,619	12,848	20,700	19,995	22,111	30,002	31,149	26,932	45,930	52,871	67,576	48,401	59,012
Paint	5												
Pitch and tar			53		101								
Rags	4												
Resin	20												
Soda ash			72	72	15								
Sugar			2,019				173	345	1,177	3,475	898	2,812	2,728
Tin		87	53										
Tobacco			201										
White lead													
Whisky, beer and other spirits	2	766	635	614	1,244	1,056	525	959	581	1,739	1,298	447	71
Merchandise not enumerated	582	713	851	466	2,294	2,126	10,418	9,224	11,254	13,601	4,270	719	3,210
Total, class 4	15,569	14,456	25,572	21,164	25,749	34,730	42,265	37,462	58,942	71,686	74,078	52,379	65,021
Class 5.													
Barrels, empty													
Hoops													
Sawed lumber			3,957	100					300			175	775
Staves, pipe and barrel		394		2,400									
Staves, West India and pipe													
Timber, sq., in vessels		1,544	1,260	1,500	4,180								
Timber, sq., in rafts							900	1,800	1,360	5,560	3,444	12,907	4,650
Woodenware													
Total, class 5		1,938	5,217	4,000	4,180		900	1,800	1,660	5,560	3,444	13,082	5,425
Special Class.													
Coal			29,351	29,172	70,489	42,075	175,115	289,567	298,873	424,988	563,197	567,237	579,474
Iron ore		17,362	3,837				1,824			12,467			9,342
Stones, all kinds						1,272							
Total, special class		17,362	33,188	29,172	70,489	43,367	176,939	289,567	298,873	437,455	563,197	567,237	588,816
Grand total	398,427	275,278	448,704	554,231	789,167	869,398	939,055	1,170,633	1,293,633	1,559,963	1,710,219	2,052,900	1,813,998

G.—STATEMENT showing the Quantity of Freight passed Westward from Montreal, through the whole length of the St. Lawrence and Welland canals to Lake Erie, during the Seasons of Navigation in 1903, 1904, 1905, 1906, 1907, 1909, 1910, 1911, 1912, 1913, 1914 and 1915.

Articles.	1903.	1904.	1905.	1906.	1907.	1909.	1910.	1911.	1912.	1913.	1914.	1915.
Class 3.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.
Bricks	80	115	132		556							
Brimstone	23	12										
Cement and water lime	3,924	39	181	88	13	400	17,565	8,625	40,074	36,890	18,000	10,168
Clay, lime and sand	181				100							
Cotton, raw	23											
Fish	8	4			39							
Gypsum												
Iron, railway	39,641	283	126	7,289	4,119							
" pig	273		312	680	7,655	7,231	2,060	2,300	2,598	675	7,268	734
" all other	5,845	3,782	3,633	8,235	6,987		540					
Salt	87	99	150	17								
Steel	332	58	192	111	2,561	35,153		22,352	66,544	49,692	10,602	9,080
Stone for cutting		41										
Flour			18									30
Hay					30	255						
Meals	17	25					1,113					
Oats												
Potatoes												
Seeds, all kinds	325	164	35	17								
Tobacco, raw	2											
Agricultural products, not enumerated, vegetable			127									
Hides and skins	6											
Horses												
Lard and lard oil			28	20	1							
Meats, other than pork	1	25			15							
Pork												
Wool								150	150	25	164	
All other articles not enumerated												
Total, class 3	50,768	4,647	4,934	16,457	22,076	43,039	21,278	34,427	109 366	87,282	36,034	20,012

Class 4.												
Agricultural implements				5								
Ashes, pot and pearl	2											
Crockery and earthenware	32	291	155	294	456							
Dye woods, etc		2			2							
Furniture	1	5	2	1	35		90					20
Glass, all kinds	1,207	1,671	1,641	2,519	3,634							
Manilla		24	93	37	15							
Marble				35								
Molasses	6		1		50							
Nails	2,878	1,009	3,061	4,011	3,331							
Oil, in barrels	16	1,418	120	148	155	4	80	667	15	100		
Paint	158	202	367	412	295							
Pitch and tar	58	198	5	239								
Rags	29		15		50							
Resin	1				25							
Soda ash	261	387	28	310	37							
Stone, wrought			1		5							
Sugar	204	52	1,168	1,153	6,046	40	3,024		1,275	510	7,819	9,640
Tin	209	362	928	1,365	1,173							
Turpentine	1				1							
White lead	80	82	80	304	283							
Whiting	22	33	158	93	18							
Whisky, beer, etc	452	432	384	483	1,040	220	1,187	163	867	1,492	4,390	774
Merchandise not enumerated	3,674	6,200	15,360	11,707	16,498	21,359	15,129	12,090	12,353	17,878	49,969	50,063
Total, class 4	9,294	13,379	23,566	23,116	33,049	21,620	19,510	12,920	14,509	19,980	62,178	60,497
Class 5.												
Barrels, empty				51,906								
Firewood, in vessels	40,026	40,435	43,982	2,307	2,337							
Pulpwood					101,989	122,867	121,572	182,682	113,104	225,928	262,433	207,451
Lumber, sawn, in vessels						3,984		3,306		402		
Railway ties in vessels	611											1,135
Woodenware				5								
Total, class 5	40,637	40,435	43,982	57,218	104,326	126,851	121,572	185,988	113,104	226,330	262,433	208,586
Special Class.												
Coal		10,200										
Iron ore		2,861										120
Total, special class		13,961										120
Grand total	100,699	71,512	72,482	96,791	159,451	191,510	172,360	233,335	236,729	333,592	360,645	289,215

H. STATEMENT showing the Quantity of Freight passed Eastward and Westward through the Welland canal from United States Ports to United States Ports, during the Seasons of Navigation from 1903 to 1915, inclusive.

Articles.	1903.	1904.	1905.	1906.	1907.	1908.	1909.	1910.	1911.	1912.	1913.	1914.	1915.
Class 3.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons	Tons.	Tons	Tons	Tons
Bricks													
Cement and water lime								2,000			11,060		
Fish					20				91				
Iron, railway													
" all other			1	27	30				1,863	300	505		
Salt											238		
Steel				2	509	9,086							
Stone for cutting													
Apples													
Barley	11,433	16,621	9,197	9,266	2,812	7,148	4,224	3,840		2,160			690
Corn	108,917	60,964	93,622	135,240	124,474	99,830	100,967	126,938	116,705	91,254	114,662	85,700	89,268
Flour	6,082	8,556	24,054	15,215	18,898	17,694		11,859	2,852	9,878	11,967	8,580	4,124
Hay, pressed			200										
Meal, all kinds	13,456	13,076	9,606	10,668	21,976	21,353		9,621	7,565	12,569	8,685	10,278	5,152
Marble			87										
Nails			1										
Oil cake	740	16,497	228		114								
Oats	6,112	3	10,892	11,323	4,741	2,070				1,400	7,407	5,219	457
Pease	22		76	11	25	40	63	123		150			
Potatoes													
Rye	4,174				2	2							
Flax seed	1,594			756			15,452						
Seeds, all kinds	27		43	3	17								
Tobacco													
Wheat	15,436	14,269	15,483	13,410	21,802	24,651	17,940	10,717	4,950	15,911	20,258	32,657	22,310
Agricultural products, vegetable	1			1	7		22,620		19	37			6
Hides and skins, etc						21	315	233					
Horses	2												
Lard and lard oil, etc				22	86								
Meats, other than pork													
Pork	152	379	273	268	429								
Sheep						190							
Tallow													
Wool	482	134	21	89	30		157	233	9				
Total, class 3	168,720	130,301	163,301	196,301	196,061	182,085	161,738	164,654	134,054	133,659	184,782	142,425	122,008

Class 4.													
Agricultural implem'ts		396	552	494		2	254						
Crockery and earthenware					5								
Furniture				1					2				
Marble													
Molasses													
Nails					3								
Oil, in barrel	2,000	1			8	15		8	45	2	1,119	83	16
Paint		17	42	1	1	1							
Rags	4		4										
Soda ash													
Stone, wrought													
Sugar		53	53	840	26,075		1,196		26,303	11,078	18,419	24,858	15,705
White lead			7		4								
Whiting					21								
Whisky, beer and all other spirits	3				30			122	230	137	109	236	279
Merchandise	2,010	1,554	2,008	2,324	41,621	1,839	5,866	67,860	64,059	67,481	70,255	79,649	66,563
Total, class 4	4,017	2,021	2,666	3,660	67,768	1,857	7,316	67,890	90,939	78,698	89,632	104,826	82,563
Class 5.													
Empty barrels			3	2	1								
Firewood, in vessels		717	2,700	3,609	1,980	3,509		1,531	2,046	2,394			
Lumber, sawn, in vessels	48,337	30,194	15,726	27,701	14,314	21,571	24,327	11,738	30,191	26,614	14,937	16,424	17,589
Masts and spars, in vessels													
Hop poles		154											
Railway ties, in vessels		652	2,248		2,151	478							
Shingles			62	53	70								
Split posts			12					25					
Staves, salt barrels				1,500									
Timber, square, in vessels							125			723		437	1,381
Woodenware, etc							2,932	1,583		2,270	3,550	1,650	2,310
Total, class 5	48,337	31,717	20,751	32,865	18,516	25,558	27,384	14,877	32,237	32,001	18,487	18,511	21,280
Special Class.													
Coal		1,100	3,346	4,400	110,347		400	201,893	223,942	166,419	237,230	236,976	235,929
Stone, not suitable for cutting													5,864
Kryolite					2,734								
Iron ore					1,316			1,552	4,483	4,979	5,202	6,341	17,972
Total, special class		1,100	3,346	4,400	114,397		400	203,445	228,425	171,398	242,432	243,317	259,765
Grand total	221,074	165,337	190,547	237,226	396,743	209,518	193,838	450,776	485,355	415,756	525,333	509,079	485,616

L.—STATEMENT of the quantity of Grain Transhipped to the following Ports for the season of 1915.

Ports.	Wheat.	Oats.	Barley.	Corn.	Other grain.	Total.	Total.
	Bushels.	Bushels.	Bushels.	Bushels.	Bushels.	Bushels.	Tons.
Kingston	1,073,500	2,864,648	9,042	96,857		4,044,047	83,832
Prescott	51,834	18,706				70,540	1,873
Ogdensburg	97,200					97,200	2,916
Total bushels	1,222,534	2,883,354	9,042	96,857		4,211,787	
Total tons	36,676	49,017	217	2,712			88,621

M.—The quantity of Coal passed through the Welland canal during a series of years from 1885 to 1915 inclusive, is as follows:—

Years.	From Canadian Ports to Canadian Ports.	From Canadian Ports to Canadian Ports.	From United States Ports to United States Ports.		From United States Ports to Canadian Ports.		Total.
	Up.	Down.	Up.	Down.	Up.	Down.	
	Tons	Tons.	Tons.	Tons.	Tons	Tons.	Tons.
1885			193,442	4,974	10,321	31,350	240,087
1886			184,564	5,400	22,187	49,724	261,875
1887			81,617	1,163	26,775	25,968	135,523
1888			172,381	878	17,365	27,183	217,807
1889			226,352	1,124	12,036	25,931	265,443
1890	80		116,616	615	17,280	22,781	202,372
1891			185,190	1,382	17,374	20,698	224,644
1892			183,244	651	12,391	15,330	211,616
1893			204,704	2,123	8,325	17,944	233,096
1894			187,794	727	1,269	13,947	203,737
1895	4		148,887	603	1,565	7,807	158,866
1896	20	210	206,093	1,255	4,127	11,749	223,443
1897		4	165,143		1,277	9,799	176,225
1898			156,035	759	986	4,556	162,336
1899			86,638	2,293	525	8,276	97,732
1900	8		45,032	992		1,366	47,392
1901			46,345	357	456	2,322	49,480
1902			12,410	501	65	51,037	64,013
1903	3		113,076		4,796	30,009	147,884
1904	2,919		62,782	1,100	3,711	32,813	103,325
1905			70,118	3,346	11,436	37,742	172,642
1906	60		29,123	4,400	7,161	106,843	147,587
1907	2,857		110,347		10,453	143,555	267,212
1908	4,401		158,351		5,988	148,181	316,921
1909			130,731	400	11,067	235,483	377,681
1910	2,045		197,482	4,411	15,974	357,579	577,491
1911	731		221,752	2,160	24,451	370,558	619,682
1912			163,461	2,938	12,034	531,243	709,696
1913			235,730	1,500	42,965	665,595	945,799
1914			236,906		13,107	699,223	949,306
1915		71	235,929		4,015	695,809	935,824

N.—STATEMENT showing the quantity of Coal passed through the whole length of the St. Lawrence canals during the season of 1885 to 1915 inclusive.

Years.	Quantity passed up.	Quantity passed down to Montreal.	Total Quantity passed up and down.
	Tons.	Tons.	Tons.
1885	5,035	122,829	127,864
1886	3,301	118,802	122,103
1887	7,579	121,618	129,197
1888	8,341	123,050	131,391
1889	5,360	124,290	129,650
1890	6,538	135,168	141,706
1891	7,951	141,701	149,652
1892	7,543	157,134	164,677
1893	2,285	147,139	149,424
1894	16,213	169,552	185,765
1895		165,151	165,151
1896	689	161,551	162,240
1897	40	164,963	165,003
1898	400	175,609	176,009
1899	448	201,546	201,994
1900	10	280,169	280,179
1901	2,765	298,245	301,010
1902	9,231	95,702	104,933
1903	30	290,548	290,578
1904	9,670	320,973	330,643
1905	8,518	345,589	354,107
1906	6,989	313,080	320,069
1907	1,281	406,978	408,259
1908	23,939	448,140	472,079
1909	13,543	469,695	483,238
1910	7,351	746,926	754,277
1911	6,230	756,474	762,704
1912	9,300	903,237	912,537
1913	3,500	1,225,288	1,228,788
1914	7,750	1,038,127	1,045,877
1915	7,644	1,025,821	1,033,485

O.—STATEMENT showing the quantity of Through Freight passed down the Welland canal, etc.

RECAPITULATION.

Articles.	Quantity passed down to Montreal.	Quantity passed down to Canadian ports between Port Dalhousie and Cornwall.	Quantity passed down to United States Ports on Lake Ontario.
1904	Tons.	Tons	Tons.
Barley	9,697	853	16,621
Corn	55,021	3,950	57,473
Oats			16,497
Peas			
Rye			3
Wheat	*133,528	18,908	11,929
Total, grain	198,246	23,711	102,523
Other articles	77,031	80,092	138,475
Total	375,277	103,803	240,988
1905			
Barley	43,607	2,628	9,197
Corn	84,204	3,095	93,622
Oats	21,404	3,776	10,892
Peas			76
Rye	1,711		
Wheat	190,505	32,562	15,483
Total, grain	*341,431	42,061	129,270
Other articles	107,273	123,225	104,747
Total	448,704	165,286	234,017
1906			
Barley	21,196	984	9,266
Corn	55,559	15,688	140,558
Oats	37,164	819	11,323
Peas		11	
Rye	1,405	6	
Wheat	***289,611	15,843	14,972
Total grain	404,935	33,351	176,119
Other articles	118,224	176,277	59,884
Total	523,159	209,628	236,003
1907			
Barley	9,936	492	2,812
Corn	106,299	31,901	133,493
Oats	67,063	1,565	4,741
Peas			25
Rye	2,266	2	2
Wheat	450,009	8,072	22,222
Total grain	635,573	42,032	163,295
Other articles	153,594	126,423	93,127
Total	789,167	168,455	256,422

O.—STATEMENT showing the Quantity of Through Freight passed down the Welland canal, etc.—*Continued.*

RECAPITULATION—*Continued.*

Articles.	Quantity passed down to Montreal.	Quantity passed down to Canadian Ports between Port Dalhousie and Cornwall.	Quantity passed down to United States Ports on Lake Ontario.
1908.	Tons.	Tons.	Tons.
Barley	24,318	3,546	3,308
Corn	10,454	11,489	105,459
Oats	28,081	3,272	2,070
Peas			40
Rye	6,662	3	2
Wheat	†686,626	19,832	24,293
Total grain	756,141	38,141	135,172
Other articles	108,785	162,378	91,875
Total	864,926	200,520	227,047
1909			
Barley	19,143		4,008
Corn	17,137	22,798	100,967
Oats	65,624	2,872	6,639
Peas	30		33
Rye	33		
Wheat	550,775	14,568	17,940
Total grain	652,742	40,238	129,587
Other articles	272,263	113,970	126,223
Total	925,005	154,208	255,810
1910.			
Barley	20,000		1,575
Corn	77,612	49,326	103,042
Oats	129,900	6,333	
Peas			128
Rye			
Wheat	562,149	7,998	10,717
Total grain	789,661	63,657	115,457
Other articles	380,500	152,325	55,683
Total	1,170,161	215,982	171,140
1911			
Barley	14,331	291	
Corn	134,239	22,988	116,705
Oats	147,180	16,153	
Peas			
Rye		112	
Wheat	541,174	12,016	4,950
Total grain	836,924	51,560	121,655
Other articles	500,881	115,721	55,790
Total	1,337,805	167,281	177,445

O.—STATEMENT showing the Quantity of Through Freight passed down the Welland canal, etc.—*Concluded.*

RECAPITULATION—*Concluded.*

Articles.	Quantity passed down to Montreal.	Quantity passed down to Canadian Ports between Port Dalhousie and Cornwall.	Quantity passed down to United States Ports on Lake Ontario.
1912.	Tons.	Tons	Tons.
Barley	20,572	218	4,451
Corn	7,345	1,372	112,616
Oats	164,581	20,965	
Peas	10	12	128
Rye	714		
Wheat	768,633	25,299	
Total grain	961,855	47,866	117,195
Other articles	598,108	214,395	69,444
Total	1,559,963	262,261	186,639
1913.			
Barley	91,856	5,033	
Corn	9,344	20,348	114,662
Oats	173,827	18,560	7,407
Peas			
Rye	4,567	2,300	
Wheat	985,774	17,565	
Total grain	1,265,368	63,806	122,069
Other articles	916,254	135,742	50,303
Total	2,181,622	199,548	172,372
1914			
Barley	89,622		
Corn	6,031	85,700	20,402
Oats	204,166	5,210	16,292
Peas			
Rye	9,385		835
Wheat	1,527,252		32,657
Total grain	1,836,456	90,910	70,186
Other articles	855,855	46,652	36,681
Total	2,692,311	137,562	106,867
1915			
Barley	25,108	433	690
Corn	18,643	13,174	89,269
Oats	151,075	17,344	457
Peas		840	
Rye			
Wheat	925,201	1,409	19,394
Total grain	1,120,027	33,200	109,810
Other articles	778,273	74,677	39,317
Total	1,898,300	107,877	149,127

TABLE 1.—Comparative Statement of Grand Total Freight passed through the undermentioned canals during the Seasons of Navigation 1914 and 1915.

—	From Canadian to Canadian Ports.		From Canadian to United States Ports.		From United States to United States Ports.		From United States to Canadian Ports.		Tons.		Total Tons.	Origin of Cargo.	
	Up.	Down.	Up.	Down.	Up.	Down.	Up.	Down.	Up.	Down.		Canadian.	United States.
1914.													
Sault Ste. Marie	379,703	2,490,510	10,174	582,175	1,153,050	21,438,985	1,245,894	298,693	2,788,821	24,810,363	27,599,184	3,609,747	23,989,437
Welland	225,532	1,769,052	278,955	450	338,455	170,624	13,107	1,064,794	856,049	3,004,920	3,860,969	2,013,619	1,847,350
St. Lawrence	571,331	1,725,196	413,149	91	58	424	1,416	1,679,828	985,954	3,405,539	4,391,493	2,738,649	1,652,844
Chambly	4,335	8,492	295,258	.....	.....	.....	.....	128,820	299,593	137,312	436,905	308,091	128,814
St. Peters	21,793	32,387	.....	.....	.....	.....	.....	.....	21,793	32,387	54,180	54,164	16
Murray	76,021	2,938	1,490	.....	.....	.....	.....	3,458	77,511	6,396	83,907	80,946	2,961
Ottawa	57,330	238,317	.....	35,559	.....	.....	3,926	.....	61,256	273,876	335,132	325,059	10,073
Rideau	80,867	62,009	230	.....	.....	.....	.....	8,633	81,097	70,642	151,739	142,203	9,536
Trent	15,531	52,009	.....	.....	.....	.....	.....	175	15,531	52,184	67,715	67,715	.....
St. Andrews	41,681	332	.....	.....	.....	.....	.....	.....	41,681	332	42,013	42,013	.....
Grand total	1,474,124	6,381,242	999,256	618,275	1,491,563	21,610,033	1,264,343	3,184,401	5,229,286	31,793,951	37,023,237	9,382,206	27,641,031
1915.													
Sault Ste. Marie	287,474	1,614,502	14,987	582,654	176,083	4,691,580	333,705	49,972	812,249	6,938,708	7,750,957	2,561,734	5,189,223
Welland	180,710	1,105,813	242,286	2,519	329,449	156,167	4,015	1,040,053	756,460	2,304,552	3,061,012	1,426,256	1,634,756
St. Lawrence	421,377	1,324,318	401,244	4	42	405	1,874	1,260,203	824,537	2,584,930	3,409,467	2,024,755	1,384,712
Chambly	5,648	6,325	280,218	.....	.....	.....	.....	186,516	285,866	192,841	478,707	292,191	186,516
St. Peters	491	2,404	.....	.....	.....	.....	.....	.....	491	2,404	2,895	2,895	.....
Murray	25,696	3,066	.....	.....	.....	.....	.....	1,966	25,696	5,032	30,728	27,942	2,786
Ottawa	43,883	165,817	.....	58,154	.....	.....	4,516	.....	48,399	223,971	272,370	267,406	4,964
Rideau	72,852	41,410	125	.....	.....	.....	.....	6,394	72,977	47,804	120,781	114,358	6,423
Trent	13,083	36,821	.....	.....	.....	.....	.....	.....	13,083	36,821	49,904	49,904	.....
St. Andrews	21,800	182	.....	.....	.....	.....	.....	.....	21,800	182	21,982	21,982	.....
Grand total	1,073,014	4,300,658	938,860	643,331	505,574	4,848,152	344,110	2,545,104	2,861,558	12,337,245	15,198,803	6,789,423	8,409,380

TABLE 2.—Statement showing the Number, Tonnage and Nationality of Vessels passed through the several canals during the Season of Navigation in 1915.

Vessels.	Total Number.	From Canadian to Canadian Ports.		From Canadian to United States Ports.		From United States to United States Ports.		From United States to Canadian Ports.		Tons.		Total Tons.
		Up.	Down.	Up.	Down.	Up.	Down	Up.	Down.	Up.	Down.	
CANADIAN VESSELS.												
Steam and Sail.												
Sault Ste. Marie	3,000	1,373,691	1,212,260	47,818	208,699	3,192	5,497	152,484	37,362	1,577,185	1,463,818	3,041,003
Welland	2,126	670,944	687,737	304,789	400	8,316	935	11,577	347,650	995,626	1,036,722	2,032,348
St. Lawrence	7,099	1,327,498	1,321,358	368,653	49	.....	800	1,136	403,497	1,697,287	1,725,704	3,422,991
Chambly	488	26,192	26,021	3,118	127	.....	.....	.....	3,540	29,310	29,688	58,998
Ottawa	1,619	142,596	148,961	.....	4,486	.....	.....	1,231	157	143,827	153,607	297,434
Rideau	2,070	66,175	70,156	3,952	126	.....	.....	.....	4,378	70,127	74,660	144,787
St. Peter's	71	2,738	2,912	.....	.....	.....	.....	.....	.....	2,738	2,912	5,650
Trent Valley	3,433	87,386	85,394	.....	.....	.....	.....	.....	.....	87,386	85,394	172,780
Murray	552	63,329	58,474	2,287	.....	.....	.....	.....	416	65,616	58,890	124,506
St. Andrews	1,087	48,455	49,255	.....	.....	.....	.....	.....	.....	48,455	49,255	97,710
Total Canadian	21,575	3,809,004	3,662,531	730,617	213,887	11,508	7,232	166,428	797,000	4,717,557	4,680,650	9,398,207
UNITED STATES VESSELS.												
Sault Ste. Marie	1,331	8,617	7,177	32,719	271,567	2,686,554	2,268,557	161,429	7,192	2,889,319	2,554,493	5,443,812
Welland	796	4,159	1,914	143,930	6,574	235,948	150,860	.....	279,462	384,037	438,810	822,847
St. Lawrence	1,542	21,712	17,795	376,311	8,320	11,600	470	5,368	400,216	414,991	426,801	841,792
Chambly	2,301	.....	2,824	118,960	19	.....	.....	.....	113,390	118,960	116,233	235,193
Ottawa	391	14,035	.....	.....	19,936	801	.....	4,692	.....	19,528	19,936	39,464
Rideau	6	293	293	.....	.....	.....	.....	.....	.....	293	293	586
St. Peter's	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Trent Valley	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Murray	48	322	307	174	86	52	111	207	148	755	652	1,407
St. Andrews	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Total United States	6,415	49,138	30,310	672,094	306,502	2,934,955	2,419,998	171,696	800,408	3,827,883	3,557,218	7,385,101
Grand total, Canadian and United States	27,990	3,858,142	3,692,841	1,402,711	520,389	2,946,463	2,427,230	338,124	1,597,408	8,545,440	8,237,868	16,783,308

TABLE 3.—Statement showing the Number, Tonnage and Nationality of Vessels passed through the several canals during the Season of Navigation in 1915.

Vessels.	Tota Number.	From Canadian to Canadian Ports.		From Canadian to United States Ports.		From United States to United States Ports.		From United States to Canadian Ports.		Tons.		Total Tons.
		Up.	Down.	Up.	Down.	Up.	Down.	Up.	Down.	Up.	Down.	
SAULT STE. MARIE CANAL.												
Canadian vessels, steam	2,742	1,355,307	1,191,877	47,129	203,895	2,992	5,297	151,784	37,362	1,557,212	1,438,431	2,995,643
" " sail	258	18,384	20,383	689	4,804	200	200	700	.....	19,973	25,387	45,360
Total Canadian	3,000	1,373,691	1,212,260	47,818	208,699	3,192	5,497	152,484	37,362	1,577,185	1,463,818	3,041,003
United States vessels, steam	1,327	8,577	7,143	32,719	271,567	2,686,514	2,268,557	160,538	7,192	2,888,348	2,554,459	5,442,807
" " sail	4	40	34	.....	.....	40	.....	891	.....	971	34	1,005
Total United States	1,331	8,617	7,177	32,719	271,567	2,686,554	2,268,557	161,429	7,192	2,889,319	2,554,493	5,443,812
Grand total, Sault Ste. Marie canal	4,331	1,382,308	1,219,437	80,537	480,266	2,689,746	2,274,054	313,913	44,554	4,466,504	4,018,311	8,484,815
WELLAND CANAL.												
Canadian vessels, steam	1,760	585,318	604,723	282,681	400	6,354	935	9,245	316,654	883,598	922,712	1,806,310
" " sail	366	85,626	83,014	22,108	.....	1,962	.....	2,332	30,996	112,028	114,010	226,038
Total Canadian	2,126	670,944	687,737	304,789	400	8,316	935	11,577	347,650	995,626	1,036,722	2,032,348
United States vessels, steam	758	4,159	1,914	135,262	4,621	234,835	147,514	.....	265,993	374,256	420,042	794,298
" " sail	38	.....	.....	8,668	1,953	1,113	3,346	.....	13,469	9,781	18,768	28,549
Total United States	796	4,159	1,914	143,930	6,574	235,948	150,860	.....	279,462	384,037	438,810	822,847
Grand total, Welland canal	2,922	675,103	689,651	448,719	6,974	244,264	151,795	11,577	627,112	1,379,663	1,475,532	2,855,195
ST. LAWRENCE CANALS.												
Canadian vessels, steam	4,474	956,101	965,496	342,090	49	.....	800	1,136	375,189	1,299,327	1,341,534	2,640,861
" " sail	2,625	371,397	355,862	26,563	.....	.....	.....	.....	28,308	397,960	384,170	782,130
Total Canadian	7,099	1,327,498	1,321,358	368,653	49	.....	800	1,136	403,497	1,697,287	1,725,704	3,422,991
United States vessels, steam	981	3,435	4,002	351,347	10	11,595	470	735	370,087	367,112	374,569	741,681
" " sail	561	18,277	13,793	24,964	8,310	5	.....	4,633	30,129	47,879	52,232	100,111
Total United States	1,542	21,712	17,795	376,311	8,320	11,600	470	5,368	400,216	414,991	426,801	841,792
Grand total, St. Lawrence canals	8,641	1,349,210	1,339,153	744,964	8,369	11,600	1,270	6,504	803,713	2,112,278	2,152,505	4,264,783

TABLE 3.—Statement showing the Number, Tonnage and Nationality of Vessels passed through the several canals during the Season of Navigation in 1915—*Concluded.*

Vessels.	Total Number.	From Canadian to Canadian Ports.		From Canadian to United States Ports.		From United States to United States Ports.		From United States to Canadian Ports.		Tons.		Total Tons.
		Up.	Down.	Up.	Down.	Up.	Down.	Up.	Down.	Up.	Down.	
CHAMBLY CANAL.												
Canadian vessels, steam	308	22,093	23,010							22,093	23,010	45,103
" " sail	180	4,099	3,011	3,118	127				3,540	7,217	6,678	13,895
Total Canadian	488	26,192	26,021	3,118	127				3,540	29,310	29,688	58,998
United States vessels, steam	1				19						19	19
" " sail	2,300		2,824	118,960					113,390	118,960	116,214	235,174
Total United States	2,301		2,824	118,960	19				113,390	118,960	116,233	235,193
Grand total, Chambly canal	2,789	26,192	28,845	122,078	146				116,930	148,270	145,921	294,191
OTTAWA CANALS.												
Canadian vessels, steam	788	75,067	79,685		3,183			471	157	75,538	83,025	158,563
" " sail	841	67,529	69,279		1,303			760		68,289	70,582	138,871
Total Canadian	1,649	142,596	148,964		4,486			1,231	157	143,827	153,607	297,434
United States vessels, steam												
" " sail	391	14,035			19,936	801		4,692		19,528	19,936	39,464
Total United States	391	14,035			19,936	801		4,692		19,528	19,936	39,464
Grand total, Ottawa canals	2,040	156,631	148,964		24,422	801		5,923	157	163,355	173,543	336,898
RIDEAU CANAL.												
Canadian vessels, steam	1,817	51,326	55,155	3,952	126				4,378	55,278	59,659	114,937
" " sail	253	14,849	15,001							14,849	15,001	29,850
Total Canadian	2,070	66,175	70,156	3,952	126				4,378	70,127	74,660	144,787
United States vessels, steam												
" " sail	6	293	293							293	293	586
Total United States	6	293	293							293	293	586
Grand total, Rideau canal	2,076	66,468	70,449	3,952	126				4,378	70,420	74,953	145,373

ST. PETERS CANAL.													
Canadian vessels, steam	37	2,212	1,503							2,212	1,503	3,715
" " sail	34	526	1,409							526	1,409	1,935
Total Canadian	71	2,738	2,912							2,738	2,912	5,650
United States vessels, steam												
" " sail												
Total United States												
Grand total, St. Peters canal	71	2,738	2,912							2,738	2,912	5,650
TRENT VALLEY CANALS.												
Canadian vessels, steam	2,855	67,813	66,634							67,813	66,634	134,447
" " sail	578	19,573	18,760							19,573	18,760	38,333
Total Canadian	3,433	87,386	85,394							87,386	85,394	172,780
United States vessels, steam												
" " sail												
Total United States												
Grand total, Trent Valley canals	3,433	87,386	85,394							87,386	85,394	172,780
MURRAY CANAL.												
Canadian vessels, steam	478	55,116	51,456	2,287						57,402	51,456	108,859
" " sail	74	8,213	7,018						416	8,213	7,434	15,647
Total Canadian	552	63,329	58,474	2,287					416	65,616	58,890	124,506
United States vessels, steam	48	322	307	174	86	52	111	207	148	755	652	1,407
" " sail												
Total United States	48	322	307	174	86	52	111	207	148	755	652	1,407
Grand total, Murray canal	600	63,651	58,781	2,461	86	52	111	207	564	66,371	59,542	125,913
ST. ANDREWS CANAL.												
Canadian vessels, steam	664	21,723	22,579							21,723	22,579	44,302
" " sail	423	26,732	26,676							26,732	26,676	53,408
Total Canadian	1,087	48,455	49,255							48,455	49,255	97,710
United States vessels, steam												
" " sail												
Total United States												
Grand total, St. Andrews canal	1,087	48,455	49,255							48,455	49,255	97,710

TABLE 4—Comparative Statement of all the Canals for the years ending December 31, 1914 and 1915.

Articles.	1914.	1915.	Increase.	Decrease.
Class No. 1.	Tons.	Tons.	Tons.	Tons.
Canadian vessels, steam	10,244,207	8,052,740		2,191,467
" sail	1,806,649	1,345,467		461,182
United States vessels, steam	15,253,993	6,980,212		8,273,781
" sail	382,421	404,889	22,468	
Total, Class No. 1	27,687,270	16,783,308	22,468	10,926,430
Class No. 2.	No.	No.	No	No.
Passengers	287,326	250,836		36,490
Class No. 3.	Tons.	Tons.	Tons.	Tons.
Barley	332,983	161,590		171,393
Buckwheat	317	12		305
Corn	154,335	163,527	9,192	
Oats	816,232	637,420		178,812
Rye	45,954	11,878		34,076
Flax	108,671	59,771		48,900
Peas	84	1,001	917	
Wheat	6,045,317	3,807,722		2,237,595
Flour	408,708	310,385		98,323
Hay	15,008	9,874		5,134
Other mill products	15,844	8,988		6,856
Fruit and vegetables	12,224	8,878		3,346
Potatoes	7,191	1,479		5,712
Live stock	1,587	1,205		382
Poultry, game and fish	1,529	625		904
Dressed meats	61	79	18	
Other packing house products	1,523	1,677	154	
Hides and leather	40	26		14
Wool	484	183		301
All other animal products	10,457	7,494		2,963
Total, Class No. 3	7,978,549	5,193,814	10,281	2,795,016
Class No. 4.	Tons.	Tons.	Tons.	Tons.
Agricultural products	14,085	21,570	7,485	
Cement, bricks, lime	147,657	34,996		112,661
Household goods and furniture	3,469	2,158		1,311
Iron pig and bloom	41,846	30,918		10,928
Iron and steel, all other	162,179	174,641	12,462	
Petroleum and other oils	135,751	134,877		874
Sugar	71,036	61,975		9,061
Salt	20,620	11,490		9,130
Wines, liquors and beers	19,881	6,241		13,640
Merchandise not enumerated	602,001	617,245	15,244	
Total, Class No. 4	1,218,525	1,096,111	35,191	157,605
Class No. 5.	Tons.	Tons.	Tons.	Tons.
Pulpwood	1,017,993	910,774		107,219
Sawed lumber	470,400	487,709	17,309	
Squared timber	24,369	37,844	13,475	
Shingles	3,288	9,229	5,941	
Other woods	105,917	49,222		56,695
Total, Class No. 5	1,621,967	1,494,778	36,725	163,914

TABLE 4—Comparative Statement of all the Canals for the years ending December 31, 1914 and 1915.—*Concluded.*

Articles.	1914.	1915.	Increase.	Decrease.
Class No. 6.	Tons. Tons.	Tons Tons.	Tons. Tons.	Tons Tons.
Hard coal	1,176,567	780,629		395,938
Soft coal	3,561,754	1,988,531		1,573,223
Coke	20	324	304	
Copper ore	2,887	20,331	17,444	
Iron ore	20,917,633	4,133,360		16,784,273
Other ore	33,054	29,518		3,536
Sand, etc	512,281	461,407		50,874
Total, Class No. 6	26,204,196	7,414,100	17,748	18,807,844
Grand total	37,023,237	15,198,803	99,945	21,924,379

Net decrease, 21,824,434 tons.

TABLE 5.—Statement of Traffic on the undermentioned canals during the Season of Navigation in 1915.

Articles.	Sault Ste. Marie.	Welland.	St. Lawrence.	Chambly.	St. Peters.	Murray.	Ottawa.	Rideau.	Trent Valley.	St. Andrews.
Class No. 1.—Vessels.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.
Canadian vessels, steam	2,995,643	1,806,310	2,640,861	45,103	3,715	108,859	158,563	114,937	134,447	44,302
" sail	45,360	226,038	782,130	13,895	1,935	15,647	138,871	29,850	38,333	53,408
United States vessels, steam	5,442,807	794,298	741,681	19		1,407				
" sail	1,005	28,549	100,111	235,174			39,464	586		
Total, Class No. 1	8,484,815	2,855,195	4,264,783	294,191	5,650	125,913	336,898	145,373	172,780	97,710
Class No. 2.	No.	No.	No.	No.	No.	No.	No.	No.	No.	No.
Passengers	25,047	7	78,303	2,640	8	12,223	27,258	18,664	82,391	4,295
Class No. 3.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.
Barley	109,552	26,231	25,761	26	1		19			
Buckwheat			10				2			
Corn	4,695	121,086	37,567	123			20	36		
Oats	314,409	169,046	152,107	707	98		571	480	2	
Rye	11,853								25	
Flax	36,822	12,624	10,317					8		
Peas		840	36	90			33	2		
Wheat	1,902,706	955,181	947,925	54	1		91		1,764	
Flour	275,404	15,117	18,181	1,074	23		470	82	34	
Hay	20		4,672	3,542	52		1,172	393	23	
Other mill products	233	5,152	2,042	212	25	3	788	429	104	
Fruit and vegetables	27	1,526	5,374	1,149	10	149	536	91	16	
Potatoes	68		531	186	171	1	500		22	
Live stock			443	153	1		362	3	243	
Poultry, game and fish	473	1	53	31	7		52	5		3
Dressed meats			32	15			16	14	2	
Other packing house products			518	548	2	265	150	192	2	
Hides and leather			8	13			1	4		
Wool	182							1		
All other animal products			3,631	24		6	2,308	1,471	52	2
Total, Class No. 3	2,656,444	1,306,804	1,209,208	7,947	391	424	7,091	3,211	2,289	5

Class No. 4.										
Agricultural implements	10,496	10,496	164	180			138	77	19	
Cement, bricks, lime	3,469	10,168	19,451	404	26		1,051	257	170	
Household goods and furniture	5	20	1,556	194		3	264	62	54	
Iron, pig and bloom	14,538	7,000	8,362	78			518	417	5	
Iron and steel, all other	95,110	39,039	38,735	440	21	105	427	681	83	
Petroleum and other oils	700	71,648	61,248	207	5		558	469	42	
Sugar	3,070	30,108	25,655	1,748	4	425	465	500		
Salt	7,270	142	2,250	660	8		552	606	2	
Wines, liquors and beers	331	1,406	3,294	33		144	588	445		
Merchandise not enumerated	306,304	150,415	115,998	17,661	258	5,846	11,528	6,672	2,376	187
Total, Class No. 4	441,293	320,442	276,713	21,605	322	6,523	16,089	10,186	2,751	187
Class No. 5.										
Pulpwood	26,100	278,156	440,323	151,316				11	14,868	
Sawed lumber	46,035	21,243	146,655	127,531	179		136,140	8,355	1,571	
Square timber	4,650	6,031	7,167	976			18,408	193	419	
Shingles	8,916		13	111			13	45	131	
Other woods	3,517	3,230	7,097	183			1,108	1,607	27,586	4,894
Total, Class No. 5	89,218	308,660	601,255	280,117	179		155,669	10,211	44,575	4,894
Class No. 6.										
Hard coal	54,127	239,944	363,669	113,988		1,185	1,037	6,398	116	165
Soft coal	426,054	695,880	825,512		2,003	1,601	36,229	1,116	136	
Coke			60	263				1		
Copper ore	20,331									
Iron ore	4,046,705	27,291	9,402	49,962						
Other ore	6,662	22,048	185					586	37	
Sand, etc	10,123	139,943	123,463	4,825		20,995	56,255	89,072		16,731
Total, Class No. 6	4,564,002	1,125,106	1,322,291	169,038	2,003	23,781	93,521	97,173	289	16,896
Grand total	7,750,957	3,061,012	3,409,467	478,707	2,895	30,728	272,370	120,781	49,904	21,982

TABLE 6.—Summary Statement of Traffic on the undermentioned canals during the Season of Navigation ended December 31, 1915, showing the total quantity of each description of property passed through.

Articles.	Sault Ste. Marie.	Welland.	St. Lawrence.	Chambly.	St. Peters.	Murray.	Ottawa.	Rideau.	Trent Valley.	St. Andrews.
	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.
Vessels of all kinds	8,484,815	2,855,195	4,264,783	294,191	5,650	125,913	336,898	145,373	172,780	97,710
	No.	No.	No.	No.	No.	No.	No.	No.	No.	No.
Passengers	25,047	7	78,303	2,640	8	12,223	27,258	18,664	82,391	4,295
Forest—Produce of Wood.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons	Tons.	Tons.
Pulpwood	26,100	278,156	440,323	151,316				11	14,868	
Sawed lumber	46,035	21,243	146,655	127,531	179		136,140	8,355	1,571	
Square timber	4,650	6,031	7,167	976			18,408	193	419	
Shingles	8,916		13	111			13	45	131	
Other woods	3,517	3,230	7,097	183			1,108	1,607	27,586	4,894
Total	89,218	308,660	601,255	280,117	179		155,669	10,211	44,575	4,894
Animals and Produce of Animals.										
Live stock			443	153	1		362	3	243	
Poultry, game and fish	473	1	53	31	7		52	5		3
Dressed meats			32	15			16	14	2	
Other packing house products			518	548	2	265	150	192	2	
Hides and leather			8	13			1	4		
Wool	182							1		
All other animal products			3,631	24		6	2,308	1,471	52	2
Total	655	1	4,685	784	10	271	2,889	1,690	299	5
Agricultural Products.										
Barley	109,552	26,231	25,761	26	1		19			
Buckwheat			10				2			
Corn	4,695	121,086	37,567	123			20	36		
Oats	314,409	169,046	152,107	707	98		571	480	2	
Rye	11,853								25	

Flax	36,822	12,624	10,317					8		
Peas		840	36	90			33	2		
Wheat	1,902,706	955,181	947,925	54	1		91		1,764	
Flour	275,404	15,117	18,181	1,074	23		470	82	34	
Hay	20		4,672	3,542	52		1,172	393	23	
Other mill products	233	5,152	2,042	212	25	3	788	429	104	
Fruit and vegetables	27	1,526	5,374	1,149	10	149	536	91	16	
Potatoes	68		531	186	171	1	500		22	
Total	2,655,789	1,306,803	1,204,523	7,163	381	153	4,202	1,521	1,990	
Manufactures.										
Agricultural implements	10,496	10,496	164	180			138	77	19	
Cement, bricks and lime	3,469	10,168	19,451	404	26		1,051	257	170	
Household goods and furniture	5	20	1,556	194		3	264	62	54	
Iron, pig and bloom	14,538	7,000	8,362	78			518	417	5	
Iron, steel, all other	95,110	39,039	38,735	440	21	105	427	681	83	
Petroleum and other oils	700	71,648	61,248	207	5		558	469	42	
Sugar	3,070	30,108	25,655	1,748	4	425	465	500		
Salt	7,270	142	2,250	660	8		552	606	2	
Wines, liquors and beers	331	1,406	3,294	33		144	588	445		
Merchandise not enumerated	306,304	150,415	115,998	17,661	258	5,846	11,528	6,672	2,376	187
Total	441,293	320,442	276,713	21,605	322	6,523	16,089	10,186	2,751	187
Produce of Mines.										
Hard coal	54,127	239,944	363,669	113,988		1,185	1,037	6,398	116	165
Soft coal	426,054	695,880	825,512		2,003	1,601	36,229	1,116	136	
Coke			60	263				1		
Copper ore	20,331									
Iron ore	4,046,705	27,291	9,402	49,962						
Other ore	6,662	22,048	185					586	37	
Sand, etc	10,123	139,943	123,463	4,825		20,995	56,255	89,072		16,731
Total	4,564,002	1,125,106	1,322,291	169,038	2,003	23,781	93,521	97,173	289	16,896
Grand totals (passengers and tonnage of vessels not included)	7,750,957	3,061,012	3,409,467	478,707	2,895	30,728	272,370	120,781	49,904	21,982

TABLE 7 (No. 1).—General Statement showing the Quantity of each Article Transported on the Sault Ste. Marie canal during the Season of Navigation in 1915.

Articles.	From Canadian to Canadian Ports.		From Canadian to United States Ports.		From United States to United States Ports.		From United States to Canadian Ports.		Tons.		Total Tons.	Origin of Cargo.	
	Up.	Down.	Up.	Down.	Up.	Down.	Up.	Down.	Up.	Down.		Canadian	U. S.
Agricultural implements	10,480	16							10,480	16	10,496	10,496	
Barley		53,871		5,145		49,576		960		109,552	109,552	59,976	49,576
Cement, bricks, etc	2,991						478		3,469		3,469	3,469	
Coal, hard					13,959		40,168		54,127		54,127		54,127
" soft	1,325				136,500		288,229		426,054		426,054		426,054
Corn						4,695				4,695	4,695		4,695
Flax		22,785		13,337		700				36,822	36,822	36,122	700
Flour		176,169				95,901		3,334		275,404	275,404	177,623	97,781
Fruits and vegetables		27								27	27	27	
Hay	20								20		20	20	
Household goods	5								5		5	5	
Iron, pig and bloom	5,058	2,000		7,450		30			5,058	9,480	14,538	14,508	30
Iron and steel, all other	13,904	17,823			6,214	53,369	3,800		23,918	71,192	95,110	84,296	10,814
Merchandise	241,843	7,328	14,865	5,636	19,350	16,222	1,030	30	277,088	29,216	306,304	266,329	39,975
Oats		287,914		4,267		21,997		231		314,409	314,409	292,181	22,228
Other mill products		233								233	233	233	
" woods	50	1,275		2,192					50	3,467	3,517	3,517	
Ore, all other	120			6,542					120	6,542	6,662	6,662	
" copper						20,331				20,331	20,331		20,331
" iron				62,610		3,953,849		30,246		4,046,705	4,046,705	59,710	3,986,995
Petroleum	700								700		700	700	
Poultry, game and fish	5	468							5	468	473	473	
Potatoes	36	32							36	32	68	68	
Pulpwood				25,500		600				26,100	26,100	25,500	600
Rye		612				11,241				11,853	11,853	612	11,241
Sawed lumber	331	197		29,513		15,964			331	45,704	46,035	34,199	11,836
Shingles						8,916				8,916	8,916		8,916
Square timber		4,650								4,650	4,650	4,650	
Sugar	3,050				20				3,070		3,070	3,050	20
Salt	7,230				40				7,270		7,270	7,230	40
Sand and stone		10,123								10,123	10,123	10,123	
Wheat		1,028,914		420,432		438,189		15,171		1,902,706	1,902,706	1,459,442	443,264
Wines, liquors and beers	326	5							326	5	331	331	
Wool		60	122						122	60	182	182	
Total freight	257,474	1,614,502	14,987	582,654	176,083	4,691,580	333,705	49,972	812,249	6,938,708	7,750,957	2,561,734	5,189,223

TABLE 7 (No. 2).—General Statement showing the Quantity of each Article Transported on the Welland canal during the Season of Navigation in 1915.

Articles.	From Canadian to Canadian Ports.		From Canadian to United States Ports.		From United States to United States Ports.		From United States to Canadian Ports.		Tons.		Total Tons.	Origin of Cargo.	
	Up.	Down.	Up.	Down.	Up.	Down.	Up.	Down.	Up.	Down.		Canadian.	U. S.
Agricultural implements	10,480	16							10,480	16	10,496	10,496	
Barley		25,541				690				26,231	26,231	25,445	786
Cement, bricks, etc	10,168								10,168		10,168	10,168	
Coal, hard					235,929		4,015		239,944		239,944		239,944
" soft		71						695,809		695,880	695,880	30	695,850
Corn		10,992				89,269		20,825		121,086	121,086	551	120,535
Flax		12,624								12,624	12,624	12,624	
Flour	30	10,963				4,124			30	15,087	15,117	10,993	4,124
Fruits and vegetables		1,520			6				6	1,520	1,526	1,520	6
Household goods	20								20		20	20	
Iron, pig and bloom	4,225	2,550						225	4,225	2,775	7,000	6,975	25
Iron and steel, all other	14,576	2,907						21,556	14,576	24,463	39,039	15,187	23,852
Merchandise	58,297	2,887	22,666		54,848	11,715		2	135,811	14,604	150,415	86,180	64,235
Oats	170	164,442				457		3,977	170	168,876	169,046	156,689	12,357
Other mill products						5,152				5,152	5,152		5,152
" woods		920				2,310				3,230	3,230	920	2,310
Ore, all other	60	5,625	1,197		14,976			190	16,233	5,815	22,048	8,024	14,024
" iron	60	4,098			2,996			20,137	3,056	24,235	27,291	4,158	23,133
Peas								840		840	840		840
Petroleum		61,091			16			10,541	16	71,632	71,648	61,091	10,557
Poultry, game and fish		1								1	1	1	
Pulpwood	70,705		207,451						278,156		278,156	278,156	
Sawed lumber			1,135	2,519		17,589			1,135	20,108	21,243	3,654	17,589
Square timber		4,650				1,381				6,031	6,031	4,650	1,381
Sugar	9,640	4,563			15,705			200	25,345	4,763	30,108	14,583	15,525
Salt		142								142	142	142	
Sand and stone		18,250	2,100		4,694	1,170		113,729	6,794	133,149	139,943	20,350	119,593
Wheat	1,440	771,672	7,737			22,310		152,022	9,177	946,004	955,181	692,522	262,659
Wines, liquors and beers	839	288			279				1,118	288	1,406	1,127	279
Total freight	180,710	1,105,813	242,286	2,519	329,449	156,167	4,015	1,040,053	756,460	2,304,552	3,061,012	1,426,256	1,634,756

TABLE 7 (No. 3).—General Statement showing the Quantity of each Through Article Transported on the Welland canal during the Season of Navigation in 1915.

Articles.	From Canadian to Canadian Ports.		From Canadian to United States Ports.		From United States to United States Ports.		From United States to Canadian Ports.		Tons.		Total Tons.	Origin of Cargo.	
	Up.	Down.	Up.	Down.	Up.	Down.	Up.	Down.	Up.	Down.		Canadian.	U. S.
Agricultural implements	10,480	10							10,480	16	10,496	10,496	
Barley		25,541				690				26,231	26,231	25,445	786
Cement, bricks, etc	10,168								10,168		10,168	10,168	
Coal, hard					235,929		4,015		239,944		239,944		239,944
" soft								679,276		679,276	679,276		679,276
Corn		10,992				89,269		20,825	121,086	551	121,086	551	120,535
Flax		12,624								12,624	12,624	12,624	
Flour	30	10,963				4,124			30	15,087	15,117	10,993	4,124
Fruits and vegetables		1,520			6				6	1,520	1,526	1,520	6
Household goods	20								20		20	20	
Iron, pig and bloom	4,225	2,550						225	4,225	2,775	7,000	6,975	25
Iron and steel, all other	14,576	2,907						21,556	14,576	24,463	39,039	15,187	23,852
Merchandise	58,297	2,873	22,666		54,848	11,715		2	135,811	14,590	150,401	86,166	64,235
Oats	170	164,442				457		3,977	170	168,876	169,046	156,689	12,357
Other mill products						5,152				5,152	5,152		5,152
" woods		920				2,310				3,230	3,230	920	2,310
Ore, all other	60	4,625	1,197		14,976			190	16,233	4,815	21,048	7,024	14,024
" iron	60	4,098			2,996			20,137	3,056	24,235	27,291	4,158	23,133
Peas								840		840	840		840
Petroleum		61,091			16			10,541	16	71,632	71,648	61,091	10,557
Pulpwood			207,451						207,451		207,451	207,451	
Sawed lumber			1,135	2,519		17,589			1,135	20,108	21,243	3,654	17,589
Square timber		4,650				1,381				6,031	6,031	4,650	1,381
Sugar	9,640	4,563			15,705			200	25,345	4,763	30,108	14,583	15,525
Salt		142								142	142	142	
Sand and stone		350	2,100		4,694	1,170			6,794	1,520	8,314	2,450	5,864
Wheat	1,440	771,672	7,737			22,310		152,022	9,177	946,004	955,181	692,522	262,659
Wines, liquors and beers	839	288			279				1,118	288	1,406	1,127	279
Total freight	110,005	1,086,827	242,286	2,519,	329,419	156,167	4,015	909,791	685,755	2,155,301	2,841,059	1,336,606	1,504,453

TABLE 7 (No. 4).—General Statement showing the Quantity of each Way Article Transported on the Welland canal during the Season of Navigation in 1915.

Articles.	From Canadian to Canadian Ports.		From Canadian to United States Ports.		From United States to United States Ports.		From United States to Canadian Ports.		Tons.		Total Tons.	Origin of Cargo.	
	Up.	Down.	Up.	Down.	Up.	Down.	Up.	Down.	Up.	Down.		Canadian.	U. S.
Coal, soft		71						16,533		16,604	16,604	30	16,574
Merchandise		14								14	14	14	
Ore, all other		1,000								1,000	1,000	1,000	
Poultry, game and fish		1								1	1	1	
Pulpwood	70,705								70,705		70,705	70,705	
Sand and stone		17,900						113,729		131,629	131,629	17,900	113,729
Total freight	70,705	18,986						130,262	70,705	149,248	219,953	89,650	130,303

TABLE 7 (No. 5).—General Statement showing the Quantity of each Article Transported on the St. Lawrence canals during the Season of Navigation in 1915.

Articles.	From Canadian to Canadian Ports.		From Canadian to United States Ports.		From United States to United States Ports.		From United States to Canadian Ports.		Tons.		Total Tons.	Origin of Cargo.	
	Up.	Down.	Up.	Down.	Up.	Down.	Up.	Down.	Up.	Down.		Canadian.	U. S.
Agricultural implements	153	11							153	11	164	164	
All other animals	732	2,899							732	2,899	3,631	3,631	
Barley	19	25,742							19	25,742	25,761	25,665	96
Buckwheat	2	3			5				7	3	10	2	8
Cement, bricks, etc	17,042	2,409							17,042	2,409	19,451	18,565	886
Coal, hard	981	72				402		362,214	981	362,688	363,669	805	362,864
" soft	136,523	940						688,049	136,523	688,989	825,512	137,061	688,451
Coke		60								60	60	60	
Corn	24	24,382						13,161	24	37,543	37,567	31	37,536
Dressed meats	14	18							14	18	32	32	
Flax		10,317								10,317	10,317	10,317	
Flour	1,610	16,571							1,610	16,571	18,181	18,181	
Fruits and vegetables	283	5,091							283	5,091	5,374		5,374
Hay	3,574	1,098							3,574	1,098	4,672	4,672	
Hides and leather		7	1						1	7	8	8	
Household goods	573	968	2	4	9				584	972	1,556	1,551	5
Iron, pig and bloom	4,058	4,302			2				4,060	4,302	8,362	8,180	182
Iron and steel, all other	17,189	12,308						9,238	17,189	21,546	38,735	29,541	9,194
Live stock	98	339			3	1		2	101	342	443	439	4
Merchandise	47,801	40,902	25,400		20	1	1,874		75,095	40,903	115,998	113,391	2,607
Oats	77	149,481						2,549	77	152,030	152,107	143,607	8,500
Other mill products	716	1,326							716	1,326	2,042	2,042	
" packing house products	184	334							184	334	518	518	
" woods	2,969	4,128							2,969	4,128	7,097	7,097	
Ore, all other		185								185	185	185	
" iron		60						9,342		9,402	9,402	60	9,342
Peas	4	32							4	32	36	36	
Petroleum	711	43,817						16,720	711	60,537	61,248	44,528	16,720
Poultry, game and fish		51			1	1			1	52	53	51	2
Potatoes	80	449			2				82	449	531	529	2
Pulpwood	73,249	201	366,873						440,122	201	440,323	440,323	
Sawed lumber	22,743	123,078	834						23,577	123,078	146,655	146,655	
Shingles		13								13	13	13	
Square timber	1,144	6,023							1,144	6,023	7,167	7,155	12
Sugar	22,654	3,001							22,654	3,001	25,655	24,574	1,081
Salt	1,468	782							1,468	782	2,250	1,932	318
Sand and stone	47,396	76,067							47,396	76,067	123,463	121,924	1,539
Wheat	14,225	766,638	8,134					158,928	22,359	925,566	947,925	707,936	239,989
Wines, liquors and beers	3,081	213							3,081	213	3,294	3,294	
Total freight	421,377	1,324,318	401,244	4	42	405	1,874	1,260,203	824,537	2,584,930	3,409,467	2,024,755	1,384,712

TABLE 7 (No. 6).—General Statement showing the Quantity of each Through Article Transported on the St. Lawrence canals during the Season of Navigation in 1915.

Articles.	From Canadian to Canadian Ports.		From Canadian to United States Ports.		From United States to United States Ports.		From United States to Canadian Ports.		Tons.		Total Tons.	Origin of Cargo.	
	Up.	Down.	Up.	Down.	Up.	Down.	Up.	Down.	Up.	Down.		Canadian.	U. S
Agricultural implements		1								1	1	1	
All other animals	50	314							50	314	364	364	
Barley		25,108								25,108	25,108	25,012	96
Cement, bricks, etc	10,229	1							10,229	1	10,230	10,230	
Coal, hard								355,465		355,465	355,465		355,465
" soft	7,664							670,356	7,664	670,356	678,020	7,664	670,356
Corn		5,482						13,161		18,643	18,643		18,643
Flax		10,317								10,317	10,317	10,317	
Flour	30	10,295							30	10,295	10,325	10,325	
Fruits and vegetables		4,619								4,619	4,619	4,619	
Hay		150								150	150	150	
Hides and leather		4								4	4	4	
Household goods	257	713							257	713	970	970	
Iron, pig and bloom	1,196	2,862							1,196	2,862	4,058	4,058	
Iron and steel, all other	8,786	3,343						9,238	8,786	12,581	21,367	12,173	9,194
Live stock		6								6	6	6	
Merchandise	39,940	32,281	25,400						65,340	32,281	97,621	97,619	2
Oats		148,526						2,549		151,075	151,075	142,575	8,500
Other packing house products		264								264	264	264	
" woods		775								775	775	775	
Ore, all other		125								125	125	125	
" iron								9,342		9,342	9,342		9,342
Petroleum		42,292						16,720		59,012	59,012	42,292	16,720
Pulpwood	71,857		366,873						438,730		438,730	438,730	
Sawed lumber	2,269		834						3,103		3,103	3,103	
Square timber		4,650								4,650	4,650	4,650	
Sugar	20,647	2,778							20,647	2,778	23,425	23,425	
Salt	32	142							32	142	174	174	
Wheat	1,440	766,273	8,134					158,928	9,574	925,201	934,775	694,786	239,989
Wines, liquors and beers	2,163	181							2,163	181	2,344	2,344	
Total freight	166,560	1,061,502	401,241					1,235,759	567,801	2,297,261	2,865,062	1,536,755	1,328,307

TABLE 7 (No. 7).—General Statement showing the Quantity of each Way Article Transported on the St. Lawrence canals during the Season of Navigation in 1915.

Articles.	From Canadian to Canadian Ports.		From Canadian to United States Ports.		From United States to United States Ports.		From United States to Canadian Ports.		Tons.		Total Tons.	Origin of Cargo.	
	Up.	Down.	Up.	Down.	Up.	Down.	Up.	Down.	Up.	Down.		Canadian.	U. S.
Agricultural implements	153	10							153	10	163	163	
All other animals	682	2,585							682	2,585	3,267	3,267	
Barley	19	634							19	634	653	653	
Buckwheat	2	3			5				7	3	10	2	8
Cement, bricks, etc.	6,813	2,408							6,813	2,408	9,221	8,335	886
Coal, hard	981	72				402		6,749	981	7,223	8,204	805	7,399
" soft	128,859	940						17,693	128,859	18,633	147,492	129,397	18,095
Coke		60								60	60	60	
Corn	24	18,900							24	18,900	18,924	31	18,893
Dressed meats	14	18							14	18	32	32	
Flour	1,580	6,276							1,580	6,276	7,856	7,856	
Fruits and vegetables	283	472							283	472	755	755	
Hay	3,574	948							3,574	948	4,522	4,522	
Hides and leather		3	1						1	3	4	4	
Household goods	316	255	2	1	9				327	259	586	581	5
Iron, pig and bloom	2,862	1,440			2				2,864	1,440	4,304	4,122	182
Iron and steel, all other	8,403	8,965							8,103	8,965	17,368	17,368	
Live stock	98	333			3	1		2	101	336	437	433	4
Merchandise	7,861	8,621			20	1	1,874		9,755	8,622	18,377	15,772	2,605
Oats	77	955							77	955	1,032	1,032	
Other mill products	716	1,326							716	1,326	2,042	2,042	
" packing house products	184	70							184	70	254	254	
" woods	2,969	3,353							2,969	3,353	6,322	6,322	
Ore, all other		60								60	60	60	
" iron		60								60	60	60	
Peas	4	32							4	32	36	36	
Petroleum	711	1,525							711	1,525	2,236	2,236	
Poultry, game and fish		51			1	1			1	52	53	51	2
Potatoes	80	449			2				82	449	531	529	2
Pulpwood	1,392	201							1,392	201	1,593	1,593	
Sawed lumber	20,474	123,078							20,474	123,078	143,552	143,552	
Shingles		13								13	13	13	
Square timber	1,141	1,373							1,141	1,373	2,517	2,505	12
Sugar	2,007	223							2,007	223	2,230	1,149	1,081
Salt	1,436	640							1,436	640	2,076	1,758	318
Sand and stone	47,396	76,067							47,396	76,067	123,463	121,924	1,539
Wheat	12,785	365							12,785	365	13,150	13,150	
Wines, liquors and beers	918	32							918	32	950	950	
Total freight	254,817	262,816	3	4	42	405	1,874	24,444	256,736	287,669	544,405	493,374	51,031

TABLE 7 (No. 8).—General Statement showing the Quantity of each Article Transported on the Chambly canal during the Season of Navigation in 1915.

Articles.	From Canadian to Canadian Ports.		From Canadian to United States Ports.		From United States to United States Ports.		From United States to Canadian Ports.		Tons.		Total Tons.	Origin of Cargo.	
	Up.	Down.	Up.	Down.	Up.	Down.	Up.	Down.	Up.	Down.		Canadian.	U. S.
Agricultural implements	168	12							168	12	180	180	
All other animals	9	15							9	15	24	24	
Barley	18	8							18	8	26	26	
Cement, brieks, etc	391	13							391	13	404	404	
Coal, hard	73							113,915	73	113,915	113,988	73	113,915
Coke								263		263	263		263
Corn	118	5							118	5	123	123	
Dressed meats	10	5							10	5	15	15	
Flour	1,045	29							1,045	29	1,074	1,074	
Fruits and vegetables	318	831							318	831	1,149	1,149	
Hay	26	3,356	160						186	3,356	3,542	3,542	
Hides and leather	13								13		13	13	
Household goods	143	51							143	51	194	194	
Iron, pig and bloom	78								78		78	78	
Iron and steel, all other	391	49							391	49	440	440	
Live stock	3	150							3	150	153	153	
Merchandise	458	532	1,168					15,503	1,626	16,035	17,661	2,158	15,503
Oats	55	652							55	652	707	707	
Other mill products	171	41							171	41	212	212	
" packing house produets	109	439							109	439	548	548	
" woods	30							153	30	153	183	30	153
Ore, iron								49,962		49,962	49,962		49,962
Peas	58	32							58	32	90	90	
Petroleum	207								207		207	207	
Poultry, game and fish	3	28							3	28	31	31	
Potatoes	133	53							133	53	186	186	
Pulpwood			151,316						151,316		151,316	151,316	
Sawed lumber	317		127,214						127,531		127,531	127,531	
Shingles	111								111		111	111	
Square timber								976		976	976		976
Sugar	163	4						1,581	163	1,585	1,748	167	1,581
Salt	488	4						168	488	172	660	492	168
Sand and stone	470		360					3,995	830	3,995	4,825	830	3,995
Wheat	39	15							39	15	54	54	
Wines, liquors and beers	32	1							32	1	33	33	
Total freight	5,648	6,325	280,218					186,516	285,866	192,841	478,707	292,191	186,516

TABLE 7 (No. 9).—General Statement showing the Quantity of each Article Transported on the St. Peter's Canal during the Season of Navigation in 1915.

Articles.	From Canadian to Canadian Ports.		From Canadian to United States Ports.		From United States to United States Ports.		From United States to Canadian Ports.		Tons.		Total Tons.	Origin of Cargo.	
	Up.	Down.	Up.	Down.	Up.	Down.	Up.	Down.	Up.	Down.		Canadian.	U. S.
Barley	1								1		1	1	
Cement, bricks, etc		26								26	26	26	
Coal, soft		2,003								2,003	2,003	2,003	
Flour	4	19							4	19	23	23	
Fruits and vegetables	8	2							8	2	10	10	
Hay	52								52		52	52	
Iron and steel, all other	7	14							7	14	21	21	
Live stock	1								1		1	1	
Merchandise	124	134							124	134	258	258	
Oats	90	8							90	8	98	98	
Other mill products	20	5							20	5	25	25	
" packing house products	2								2		2	2	
Petroleum	5								5		5	5	
Poultry, game and fish		7								7	7	7	
Potatoes	171								171		171	171	
Sawed lumber		179								179	179	179	
Sugar	3	1							3	1	4	4	
Salt	3	5							3	5	8	8	
Wheat		1								1	1	1	
Total freight	491	2,404							491	2,404	2,895	2,895	

TABLE 7 (No. 10).—General Statement showing the Quantity of each Article Transported on the Murray Canal during the Season of Navigation in 1915.

Articles.	From Canadian to Canadian Ports.		From Canadian to United States Ports.		From United States to United States Ports.		From United States to Canadian Ports.		Tons.		Total Tons.	Origin of Cargo.	
	Up.	Down.	Up.	Down.	Up.	Down.	Up.	Down.	Up.	Down.		Canadian.	U. S.
All other animals		6								6	6	6	
Coal, hard								1,185		1,185	1,185		1,185
" soft	20	800						781	20	1,581	1,601		1,601
Fruits and vegetables	119	30							119	30	149	149	
Household goods		3								3	3	3	
Iron and steel, all other	65	40							65	40	105	105	
Merchandise	3,998	1,848							3,998	1,848	5,846	5,846	
Other mill products		3								3	3	3	
" packing house products		265								265	265	265	
Potatoes		1								1	1	1	
Sugar	425								425		425	425	
Sand and stone	20,995								20,995		20,995	20,995	
Wines, liquors, beers	74	70							74	70	144	144	
Total freight	25,696	3,066						1,966	25,696	5,032	30,728	27,942	2,78

TABLE 7 (No. 11).—General Statement showing the Quantity of each Article Transported on the Ottawa Canals during the Season of Navigation in 1915.

Articles.	From Canadian to Canadian Ports.		From Canadian to United States Ports.		From United States to United States Ports.		From United States to Canadian Ports.		Tons.		Total Tons.	Origin of Cargo.	
	Up.	Down.	Up.	Down.	Up	Down.	Up.	Down.	Up.	Down.		Canadian.	U. S.
Agricultural implements	128	10							128	10	138	138	
All other animals	5	2,303							5	2,303	2,308	2,308	
Barley	19								19		19	19	
Buckwheat	2								2		2	2	
Cement, bricks, etc.	998	53							998	53	1,051	1,051	
Coal, hard	60						977		1,037		1,037		1,037
" soft	34,008						2,221		36,229		36,229	33,620	2,609
Corn	19	1							19	1	20	20	
Dressed meats	5	11							5	11	16	16	
Flour	456	14							456	14	470	470	
Fruits and vegetables	140	396							140	396	536	536	
Hay	2	1,170							2	1,170	1,172	1,172	
Hides and leather		1								1	1	1	
Household goods	152	112							152	112	264	264	
Iron, pig and bloom	490	28							490	28	518	518	
Iron and steel, all other	423	4							423	4	427	427	
Live stock	88	274							88	274	362	362	
Merchandise	4,221	5,078		911			1,318		5,539	5,989	11,528	10,210	1,318
Oats	46	525							46	525	571	571	
Other mill products	125	663							125	663	788	788	
" packing house products	101	49							101	49	150	150	
" woods		1,108								1,108	1,108	1,108	
Peas	1	32							1	32	33	33	
Petroleum	422	136							422	136	558	558	
Poultry, game and fish		52								52	52	52	
Potatoes	57	443							57	443	500	500	
Sawed lumber	152	78,745		57,243					152	135,988	136,140	136,140	
Shingles		13								13	13	13	
Square timber		18,408								18,408	18,408	18,408	
Sugar	407	58							407	58	465	465	
Salt	542	10							542	10	552	552	
Sand and stone	150	56,105							150	56,105	56,255	56,255	
Wheat	91								91		91	91	
Wines, liquors and beers	573	15							573	15	588	588	
Total freight	43,883	165,817		58,154			4,516		48,399	223,971	272,370	267,406	4,964

TABLE 7 (No. 12).—General Statement showing the Quantity of each Article Transported on the Rideau Canal during the Season of Navigation in 1915.

Articles.	From Canadian to Canadian Ports.		From Canadian to United States Ports.		From United States to United States Ports.		From United States to Canadian Ports.		Tons.		Total Tons.	Origin of Cargo.	
	Up.	Down.	Up.	Down.	Up.	Down.	Up	Down.	Up.	Down.		Canadian.	U. S.
Agricultural implements	63	14							63	14	77	77	
All other animals	589	882							589	882	1,471	1,471	
Cement, bricks, etc	25	232							25	232	257	257	
Coal, hard	1	58						6,339	1	6,397	6,398	59	6,339
" soft	1,055	6						55	1,055	61	1,116	1,057	59
Coke	1								1		1	1	
Corn		36								36	36	36	
Dressed meats	7	7							7	7	14	14	
Flax	8								8		8	8	
Flour	6	76							6	76	82	82	
Fruits and vegetables	21	70							21	70	91	91	
Hay	376	17							376	17	393	393	
Hides and leather	3	1							3	1	4	4	
Household goods	36	26							36	26	62	62	
Iron, pig and bloom	401	16							401	16	417	417	
Iron and steel, all other	649	32							649	32	681	681	
Live stock	3								3		3	3	
Merchandise	3,673	2,999							3,673	2,999	6,672	6,672	
Oats	36	444							36	444	480	480	
Other mill products	157	272							157	272	429	429	
" packing house products	143	49							143	49	192	192	
" woods	1,360	247							1,360	247	1,607	1,582	25
Ore, all other		461	125						125	461	586	586	
Peas	2								2		2	2	
Petroleum	225	244							225	244	469	469	
Poultry, game and fish	2	3							2	3	5	5	
Pulpwood	11								11		11	11	
Sawed lumber	2,126	6,229							2,126	6,229	8,355	8,355	
Shingles	43	2							43	2	45	45	
Square timber	190	3							190	3	193	193	
Sugar	343	157							343	157	500	500	
Salt	401	205							401	205	606	606	
Sand and stone	60,475	28,597							60,475	28,597	89,072	89,072	
Wines, liquors and beers	420	25							420	25	445	445	
Wool	1								1		1	1	
Total freight	72,852	41,410	125					6,394	72,977	47,804	120,781	114,358	6,423

TABLE 7 (No. 13).—General Statement showing the Quantity of each Article Transported on the Trent Valley Canals during the Season of Navigation in 1915.

Articles.	From Canadian to Canadian Ports.		From Canadian to United States Ports.		From United States to United States Ports.		From United States to Canadian Ports.				Total Tons.		
	Up.	Down.	Up.	Down.	Up.	Down.	Up.	Down.	Up.	Down.		Canadian.	U. S.
Agricultural implements	16	3							16	3	19	19	
All other animals	15	37							15	37	52	52	
Cement, bricks, etc.	161	9							161	9	170	170	
Coal, hard	109	7							109	7	116	116	
" soft	98	38							98	38	136	136	
Dressed meats	1	1							1	1	2	2	
Flour	28	6							28	6	34	34	
Fruits and vegetables	15	1							15	1	16	16	
Hay	16	7							16	7	23	23	
Household goods	53	1							53	1	54	54	
Iron, pig and bloom	5								5		5	5	
Iron and steel, all other	83								83		83	83	
Live stock	198	45							198	45	243	243	
Merchandise	1,374	1,002							1,374	1,002	2,376	2,376	
Oats	2								2		2	2	
Other mill products	92	12							92	12	104	104	
" packing house products		2								2	2	2	
" woods	7,661	19,925							7,661	19,925	27,586	27,586	
Ore, all other	37								37		37	37	
Petroleum	42								42		42	42	
Potatoes	9	13							9	13	22	22	
Pulpwood	126	14,742							126	14,742	14,868	14,868	
Rye	25								25		25	25	
Sawed lumber	933	638							933	638	1,571	1,571	
Shingles	90	41							90	41	131	131	
Square timber	129	290							129	290	419	419	
Salt	2								2		2	2	
Wheat	1,764								1,764		1,764	1,764	
Total freight	13,083	36,821							13,083	36,821	49,904	49,904	

TABLE 7 (No. 14).—General Statement showing the Quantity of each Article Transported on the St. Andrew's Canal during the Season of Navigation in 1915.

Articles.	From Canadian to Canadian Ports.		From Canadian to United States Ports.		From United States to United States Ports.		From United States to Canadian Ports.		Tons.		Total Tons.	Origin of Cargo.	
	Up.	Down.	Up.	Down.	Up.	Down.	Up.	Down.	Up.	Down.		Canadian.	U. S.
All other animals	2								2		2		
Coal, hard	165								165		165		
Merchandise	15	172							15	172	187		
Other woods	4,884	10							4,884	10	4,894		
Poultry, game and fish	3								3		3		
Sand and stone	16,731								16,731		16,731		
Total freight	21,800	182							21,800	182	21,982	21,982	

TABLE 8.—STATEMENT showing the Classified Tonnage of all Kinds of Vessels,

SAULT STE.

CANADIAN.

Class.	Steam Vessels.	No.	Tonnage.	Class.	Sailing Vessels.	No.	Tonnage.
1	5,000 to 5,704	1	5,704	1	5,000 to	....	.....
2	4,000 " 5,000	3	13,550	2	4,000 " 5,000	....	.....
3	3,000 " 4,000	4	13,550	3	3,000 " 4,000	....	.....
4	2,000 " 3,000	14	30,600	4	2,000 " 3,000	1	2,132
5	1,000 " 2,000	63	83,350	5	1,000 " 2,000	....	.....
6	Under 1,000	71	11,820	6	Under 1,000	34	6,230
	Total	156	158,574		Total	35	8,362

WELLAND

1	250 to 1,905	107	118,209	1	250 to 1,951	28	20,751
2	200 " 249	3	600	2	200 " 249	4	800
3	150 " 199	1	150	3	150 " 199	6	900
4	100 " 149	2	225	4	100 " 149	6	600
5	50 " 99	6	500	5	50 " 99	4	230
6	Under 50	37	1,085	6	Under 50	1	40
	Total	156	120,769		Total	49	23,321

ST. LAWRENCE

1	250 to 1,629	113	110,248	1	250 to 1,226	101	48,975
2	200 " 249	3	640	2	200 " 249	20	4,130
3	150 " 199	8	1,310	3	150 " 199	44	6,530
4	100 " 149	12	1,420	4	100 " 149	61	7,300
5	50 " 99	23	1,505	5	50 " 99	44	3,330
6	Under 50	33	940	6	Under 50	9	205
	Total	192	116,063		Total	279	70,470

RIDEAU, OTTAWA

1	250 to 370	3	950	1	250 to	3	750
2	200 " 249	....	.....	2	200 " 249	4	800
3	150 " 199	5	820	3	150 " 199	29	4,860
4	100 " 149	6	730	4	100 " 149	35	4,120
5	50 " 99	14	770	5	50 " 99	21	1,500
6	Under 50	42	810	6	Under 50	18	385
	Total	70	4,080		Total	110	12,415

passed through the following Canals, during the Season of Navigation in 1915.

MARIE CANAL.

UNITED STATES.

Class.	Steam Vessels.	No	Tonnage.	Class.	Sailing Vessels.	No	Tonnage.
1	5,000 to 6,498	69	375,548	1	5,000 to		
2	4,000 " 5,000	69	321,100	2	4,000 " 5,000		
3	3,000 " 4,000	90	312,650	3	3,000 " 4,000	1	3,200
4	2,000 " 3,000	31	82,350	4	2,000 " 3,000	1	2,350
5	1,000 " 2,000	25	41,250	5	1,000 " 2,000		
6	Under 1,000	28	9,180	6	Under 1,000	1	50
	Total	312	1,142,078		Total	3	5,600

CANAL.

1	250 to 2,146	67	76,721	1	250 to 1,953	5	5,328
2	200 " 249	0		2	200 " 249	2	450
3	150 " 199	3	500	3	150 " 199	2	300
4	100 " 149	1	100	4	100 " 149	2	200
5	50 " 99	7	470	5	50 " 99	1	60
6	Under 50	25	430	6	Under 50	6	120
	Total	103	78,221		Total	18	6,458

CANALS.

1	250 to 1,836	45	47,933	1	250 to 400	7	2,490
2	200 " 249	2	480	2	200 " 249	1	200
3	150 " 199	1	170	3	150 " 199	3	500
4	100 " 149	3	390	4	100 " 149	46	5,190
5	50 " 99	4	295	5	50 " 99	117	10,520
6	Under 50	4	75	6	Under 50	9	175
	Total	59	49,343		Total	183	19,075

AND CHAMBLY CANALS.

1	250 to			1	250 to		
2	200 " 249			2	200 " 249		
3	150 " 199			3	150 " 199	5	810
4	100 " 149			4	100 " 149	128	14,020
5	50 " 99			5	50 " 99	317	29,955
6	Under 50			6	Under 50	2	90
	Total				Total	452	44,875

APPENDIX

DOMINION CANALS

The canal systems of the Dominion, under government control in connection with lakes and navigable rivers, are as follows:—

First—The through route between Montreal and the head of Lake Superior (14 *feet minimum depth of water.*)

	Miles.
1. Lachine canal	8½
Lake St. Louis and river St. Lawrence	16
2. Soulanges canal	14
Lake St. Francis and river St. Lawrence	31
3. Cornwall canal	11¼
River St. Lawrence	5
4. Farran's Point canal	1½
River St. Lawrence	9½
5. Rapide Plat canal	3⅜
River St. Lawrence	4
6. Galops canal	7⅓
River St. Lawrence and lake Ontario	228
7. Welland canal	26¾
Lake Erie, Detroit river, lake St. Clair, lake Huron, etc	574
8. Sault Ste. Marie canal	1¼
Lake Superior to Port Arthur	272
Total	1,214
To Duluth	1,336
Chicago	1,240

Second.—Ottawa to lake Champlain.

1. Grenville. 2. Carillon. 3. St. Anne's. 4. Chambly. 5. St. Ours canals.

Third.—Ottawa to Kingston and Perth.

1. Rideau canal.

Fourth.—Lake Ontario at Trenton to lake Huron at mouth of river Severn.

1. Trent canal (not completed).

Fifth.—Ocean to Bras d'Or lakes.

1. St. Peter's canal.

RIVER ST. LAWRENCE AND LAKES.

The river St. Lawrence with the system of canals established on its course above Montreal, and the lakes Ontario, Erie, St. Clair, Huron and Superior, with connecting canals, afford a course of water communication extending from the Straits of Belle Isle to Port Arthur, at the head of lake Superior, a distance of 2,217 statute miles. The distance to Duluth is 2,339 statute miles. The distance to Chicago, 2,243 miles.

From the straits of Belle Isle, at the mouth of the St. Lawrence, to Montreal, the distance is 1,003 miles. From Quebec to Montreal, the distance is 160 miles. Owing to the shallowness of the waters on a portion of the river between these two places, particularly through lake St. Peter, vessels drawing more than from ten to twelve feet were formerly barred from passage for the greater part of the season of navigation. In 1826, the question of deepening the channel was first definitely mooted, but it was not until 1844 that any dredging operations were begun. In that year, the deepening of a new straight channel was commenced, but the scheme was abandoned in 1847. In 1851 the deepening of the present channel was begun. At that time the depth of the channel at low water was 10 feet 6 inches. By the year 1869, this depth had been increased to 20 feet, by 1882 to 25 feet, and by the close of 1888 the depth of 27½ feet, at low water, was attained for a distance of 108 miles from Montreal to a point within tidal influence. This work is now being continued by the government of Canada, which in 1888, under the provisions of the Act 51 Vic., ch. 5, of that year assumed the indebtedness. The channel has a minimum width of 300 feet, extending to 550 feet at points of curvature. The channel is lighted and buoyed.

Navigation, which is closed by ice during the winter months, opens about the end of April.

Montreal has by this work been placed at the head of ocean navigation, and here the canal systems of the river St. Lawrence begin, overcoming the various rapids by which the river channel upwards is obstructed, and giving access through the St. Lawrence canals, the Welland canal, the great lakes and the Sault Ste. Marie canal, to the head of lake Superior.

The difference in level between the point on the St. Lawrence, near Three Rivers, where tidal influence ceases, and lake Superior is about 600 feet.

The Dominion canals, constructed between Montreal and lake Superior are the Lachine, Soulanges, Cornwall, Farran's Point, Rapide Plat, Galops, Murray, Welland and Sault Ste. Marie. Their aggregate length is 74 miles; total lockage (or height directly overcome by locks), 553¼ feet. The number of locks through which a vessel would pass in its passage from Montreal, at the head of ocean navigation, to the head of lake Superior is 48. The Soulanges canal takes the place of the Beauharnois canal; the latter may be abandoned for navigation purposes.

Communication between lakes Huron and Superior is obtained by means of the Canadian Sault Ste. Marie canal, and also by the St. Mary's Falls canal, situated on the United States side of the river St. Mary. Both these canals are free of toll.

It is important to note that the enlargement of the canals on the main route between Montreal and lake Erie comprises locks of the following minimum dimensions: Length, 270 feet; width, 45 feet; depth of water on sills, 14 feet. The length of the vessels to be accommodated is limited to 255 feet. At Farran's in the canal of that name, the lock is 800 feet long. A similar lock is built at Iroquois on the Galops canal, the object being to pass a full tow at one lockage.

LACHINE CANAL.

First construction commenced	1821
" completed	1825
First enlargement commenced	1843
" completed	1848
Second enlargement commenced	1873
" completed	1901
Length of canal	8½ statute miles.
Number of locks	5
Dimensions of locks	270 feet by 45 feet.
Total rise of lockage	45 "
Depth of water on sills at two locks	18 "
" " at three locks	14 "
Average width of new canal	150 "

The old lift locks, 200 feet by 45 feet, are still available, with 9 feet of water on mitre sills.

The canal consists of one channel, with two distinct systems of locks, the old and the enlarged. There are two lock entrances at each end.

The canal extends from the city of Montreal to the town of Lachine, overcoming the St. Louis rapids, the first of the series of rapids which bars the ascent to the river St. Lawrence. They are 1,006 miles distant from the Straits of Belle Isle.

SOULANGES CANAL.

Construction commenced	1892
Open for traffic	1899
Length of canal	14 statute miles.
Number of locks, lift	4
" guard	1
Dimensions of locks	280 feet by 45 feet.
Total rise of lockage	84 "
Depth of water on sills	15 "
Breadth of canal at bottom	100 "
" " water surface	164 "
Number of arc lights	219 of 2,000 c.p. each.

The canal extends from Cascade point to Coteau landing, overcoming the Cascade rapids, Cedar rapid and Coteau rapids.

From the head of the Lachine to the foot of the Soulanges, the distance is sixteen miles.

CORNWALL CANAL.

First commenced, 9 feet	1844
First opened	1847
Enlargement commenced	1897
" completed	1900
Length of canal	11 statute miles.
Number of locks	6
Dimensions of locks	270 feet by 75 feet.
Total rise of lockage	48 "
Depth of water on sills	14 "
Breadth of canal at bottom	90 "
" " water surface	154 "

The old lift locks, 200 feet by 55 feet, are also available, with nine feet of water on mitre sills.

From the head of the Soulanges to the foot of the Cornwall canal there is a stretch through lake St. Francis of 31 miles, which is being made navigable for vessels drawing fourteen feet.

The Cornwall canal extends past the Long Sault rapids from the town of Cornwall to Dickinson's landing.

WILLIAMSBURG CANALS.

The Farran's Point, Rapide Plat, and Galops canals are collectively known as the Williamsburg canals.

FARRAN'S POINT CANAL.

First commenced, 9 feet	1844
Opened	1847
Enlargement commenced	1897
" completed	1900
Length of canal	1½ miles.
Number of locks	1
New lock	800 feet by 45 feet.
Old lock	200 " "
Total rise of lockage	3½ feet.
Depth of water on sills of new lock	14 "
Depth of water on sills of old lock	9 "
Breadth of canal at bottom	90 "
Breadth of canal at water surface	154 "

From the head of the Cornwall canal to the foot of Farran's Point canal, the distance on the river St. Lawrence is five miles. The latter canal enables vessels ascending the river to avoid Farran's Point rapid, passing the full tow at one lockage. Descending vessels run the rapids with ease and safety.

RAPIDE PLAT CANAL.

First commenced, 9 feet	1844
First opened	1847
Enlargement commenced	1884
" completed	1897
Length of canal	3⅔ miles.
Number of locks	2
Dimensions of locks	270 feet by 45 feet.
Total rise in lockage	11½ feet.
Depth of water on sills	14 "
Breadth of canal at bottom	80 "
Breadth of canal at surface of water	152 "

The old lift lock, 200 by 45 feet, is also available, with nine feet of water on mitre sills.

From the head of Farran's Point canal to the foot of Rapide Plat canal there is a navigable stretch of 9½ miles. This canal was formed to enable vessels ascending the river to pass the rapids at that place. Descending vessels run the rapids safely.

GALOPS CANAL.

First commenced, 9 feet	1844
Opened	1846
Enlargement commenced	1888
" completed	1903
Length of canal	$7\frac{3}{4}$ miles.
Number of locks	3
Dimension of locks (one of which is a guard lock)	800 by 50. 270 by 45. 303 by 45.
Total rise of lockage	$15\frac{1}{2}$ feet.
Depth of water on sills	14 "
Breadth of canal at bottom	80 "
Breadth of canal at surface of water	144 "

From the head of Rapide Plat canal to Iroquois, at the foot of the Galops canal, the St. Lawrence is navigable $4\frac{1}{2}$ miles. The canal enables vessels to overcome the rapids at Pointe aux Iroquois, Point Cardinal and the Galops.

MURRAY CANAL.

Construction begun	1882
Completed	1890
Length between eastern and western pier heads	$5\frac{1}{6}$ miles.
Breadth at bottom	80 feet.
Breadth at water surface	124 "
Depth below lowest known lake level	11 "
No locks.	

This canal extends through the Isthmus of Murray, giving connection westward between the head waters of the Bay of Quinte and Lake Ontario, and thus enabling vessels to avoid the open lake navigation.

WELLAND CANAL.

Main line from Port Dalhousie, lake Ontario, to Port Colborne, lake Erie.

	Old Line.	Enlarged or New Line.
Length of canal	$27\frac{1}{2}$ miles.	$26\frac{3}{4}$ miles
Pairs of guard-gates (formerly 3)	2	1
Number of locks — lift	26	25
Number of locks — guard	1	1
Dimensions	1 lock 270 x 45 1 lock 200 x 45 1 (tidal) 230 x 45 24 locks 150 x 26 ft. 6 in.	270 feet x 45 feet.
Total rise of lockage	$326\frac{3}{4}$ feet.	$326\frac{3}{4}$ feet.
Depth of water on sills	$10\frac{1}{4}$ "	14 "
Construction commenced, 8 feet		1824
" completed		1833
Enlargement commenced, 14 feet		1872
" completed		1887

WELLAND RIVER BRANCHES.

Length of canal—	
Port Robinson cut to river Welland	2,622 feet.
From the canal at Welland to the river, via lock at Aqueduct	300 "
Chippewa cut to river Niagara	1,020 "
Number of locks—one at Aqueduct and one at Port Robinson	2
Dimensions of locks	150 by 26½ feet.
Total lockage from the canal at Welland down river Welland	10 feet.
Depth of water on sills	9 " 10 inches.

GRAND RIVER FEEDER.

Length of canal	21 miles.
Number of locks	2
Dimensions of locks	1 of 150 by 26½ feet. 1 of 300 by 45 " 28 "
Total rise of lockage	10 feet.
Depth of water on sills.	9 "

PORT MAITLAND BRANCH.

Length of canal	1¾ miles.
Number of locks	1
Dimensions of locks	185 feet by 45 feet.
Total rise of lockage	7 "
Depth of water on sills	7½ "

The Welland canal has two entrances from lake Ontario, at Port Dalhousie, one for the old, the other for the new canal.

From Port Dalhousie to Allanburg, 11¾ miles, there are two distinct lines of canal in operation, the old line and the enlarged or new line.

From Allanburg to Port Colborne, a distance of 15 miles, there is only one channel, the old canal having been enlarged.

From the head of the Welland canal there is a deep water navigation through lake Erie, the Detroit river, lake St. Clair, the St. Clair river, lake Huron and river St. Mary to the Sault canal, a distance of about 580 miles. From the Sault the distance through lake Superior to Port Arthur is 274 miles, and to Duluth 397 miles.

SAULT STE. MARIE CANAL.

Construction commenced	1888
Opened for traffic	1895
Length of canal, between the extreme ends of the entrance piers	7,472 feet.
Number of locks	1
Dimensions of locks	900 " by 60 feet.
Depth of water on sills (at lowest known water level)	18 " 3 inches.
Total rise or lockage	18 "
Breadth of canal at bottom	141 " 8 inches.
Breadth at surface of water	150 "

This canal has been constructed through St. Mary's island, on the north side of the rapids of the river St. Mary, and, with that river, gives communication on Canadian territory between lakes Huron and Superior. The masonry pier of the bridge carrying the Canadian Pacific Railway over the canal, which stood in the channel of the canal, forming an obstruction to navigation, has been removed; the swing now spanning the full width of the channel or prism of the canal.

MONTREAL, OTTAWA AND KINGSTON.

This route extends from the harbour of Montreal to the port of Kingston, passing through the Lachine canal, the navigation section of the lower river Ottawa, and the Ottawa canals, to the city of Ottawa; thence by the river Rideau and the Rideau canal to Kingston, on lake Ontario—a total distance of 245⅝ miles.

After leaving the Lachine canal the works constructed to overcome difficulties of navigation are:—

Ottawa River Canals.

The Ste. Anne's lock.
Carillon canal.
Grenville canal.
Rideau canal.

The total lockage (not including that of the Lachine canal) is 509 feet (345 rise, 164 fall)—and the number of locks is 55.

The following table exhibits the intermediate distances from Montreal harbour:—

Sections of Navigation.	Intermediate Distance.	Total Distance from Montreal.
	Miles.	Miles.
The Lachine canal	8½	23½
From Lachine to Ste. Anne's lock	15	23⅝
Ste. Anne's lock and piers	⅛	50⅝
Ste. Anne's lock to Carillon canal	27	51⅜
The Carillon canal	¾	57⅝
The Carillon to Grenville canal	6¼	63⅜
The Grenville canal	5¾	119⅛
From the Grenville canal to entrance of Rideau navigation	56	245⅝
Rideau navigation ending at Kingston	126¼	

STE. ANNE'S LOCK.

Construction commenced	1814
" completed	1816
Rebuilt of wood	1833
" in masonry	1843

	Old Lock.	New Lock.
Length of canal	⅛ mile.	⅛ mile.
Number of locks	1	1
Dimensions of locks	190 x 45 feet.	200 x 45 feet.
Total rise of lockage	3 feet.	3 feet.
Depth of water on sills	6 "	9 "

This work, with guide piers above and below, surmounts the Ste. Anne's rapids between Ile Perrot and the head of the Island of Montreal, at the outlet of that portion of the river Ottawa which forms the lake of Two Mountains, $23\frac{1}{2}$ miles from Montreal harbour.

THE CARILLON CANAL.

Construction commenced	1819
" completed	1833
Enlargement commenced	1871
" completed	1887
Length of canal	$\frac{3}{4}$ mile.
Number of locks	2
Dimensions of locks	200 x 45 feet.
Total rise of lockage	16 feet.
Depth of water on sills	9 "
Breadth of canal at bottom	100 "
Breadth of canal at water surface	110 "

This canal overcomes the Carillon rapids.

From Ste. Anne's lock to the foot of the Carillon canal there is a navigable stretch of 27 miles, through the lake of Two Mountains and the river Ottawa.

By the construction of the Carillon dam across the river Ottawa the water at that point is raised 9 feet, enabling the river above to be used for navigation.

GRENVILLE CANAL.

Construction commenced	1819
" completed	1833
Enlargement commenced	1871
" completed	1887
Length of canal	$5\frac{3}{4}$ miles.
Number of locks	5
Dimensions of locks	200 x 45 feet.
Total rise of lockage	$43\frac{3}{4}$ feet.
Depth of water on sills	9 "
Breadth of canal at bottom	40 to 50 feet.
Breadth of canal at surface of water	50 to 80 "

This canal, by which the Long Sault rapids are avoided, is about 56 miles below the city of Ottawa, up to which point the river Ottawa affords unimpeded navigation.

RIDEAU NAVIGATION.

Construction commenced	1826
" completed	1832

The Rideau system connects the river Ottawa, at the city of Ottawa, with the eastern end of lake Ontario, at Kingston.

Length of navigation waters	$126\frac{1}{4}$ miles.		
Number of locks going from Ottawa to Kingston	35 ascending. 14 descending.		
Total lockage	$457\frac{1}{2}$ feet.	$292\frac{1}{2}$ rise and $165\frac{1}{4}$ fall.	at low water.

Dimensions of locks	134 x 33 feet.
Depth of water on sills	5 feet.
Navigation depth through the several reaches	5 "
Breadth of canal reaches at bottom	60 feet in earth.
	54 " in rock.
Breadth of canal at surface of water	80 " in earth.

PERTH BRANCH.

Construction commenced	1883
" completed	1892
Length of canal	7 miles.
Number of locks	2
Dimensions of locks	134 feet x 33 feet.
Total rise of lockage	26 "
Depth of water on sills	5 " 6 inches.
Length of dam	200 "
Breadth of canal at bottom	40 " in rock.
	60 " in clay.
Breadth of canal at surface of water	80 "

The Perth branch of the Rideau canal affords communication between Beveridge's bay, on lake Rideau and the town of Perth.

The summit level of the Rideau system is at upper lake Rideau, but several of the descending reaches are also supplied by waters which have been made tributary to them. The following description gives the source of supply:—

From the summit, the route towards Ottawa follows the Rideau river, and that towards Kingston follows the river Cataraqui. The supply of water for the canal is derived from the reserves given in detail below.

These may be divided into three systems, viz.:—

1. The summit level, supplied by the Wolfe lake system.

2. The eastern descending level to Ottawa, supplied by the river Tay system, discharging into lake Rideau.

3. The southwest descending level to Kingston, supplied by the Mud lake system formerly known as the Devil lake system, discharging into lake Openicon.

Lake Openicon receives the waters of Buck lake and Rock lake.

All these waters on the descending level, supplemented by those of lake Loughboro', flow into Cranberry lake, which, discharghing through Round Tail outlet, forms the river Cataraqui. The river, rendered navigable by dams at various points, affords a line of navigation to Kingston.

RICHELIEU AND LAKE CHAMPLAIN.

This system, commencing at Sorel, at the confluence of the rivers St. Lawrence and Richelieu, 46 miles below Montreal, extends along the river Richelieu, through the St. Ours lock to the basin of Chambly; thence by the Chambly canal, to St. Johns, and up the river Richelieu to lake Champlain. The distance from Sorel to the boundary line is 81 miles.

At Whitehall, the southern end of lake Champlain is entered, and connection is obtained with the river Hudson, by which the city of New York is directly reached. From the boundary line to New York the distance is 330 miles.

The following table shows the distances between Sorel and New York:—

Section of Navigation.	Intermediate Distance.	Total Distances.
	Miles.	Miles.
Sorel to St. Ours lock	14	14
St. Ours lock to Chambly canal	32	46
Chambly canal	12	58
Chambly canal to boundary line	23	81
Boundary line to Champlain canal	111	192
Champlain canal to junction with Erie canal	66	258
Erie canal, from junction to Albany	7	265
Albany to New York	146	411

ST. OURS LOCK DAM.

Construction commenced		1844
" completed		1849
Length	$\frac{1}{8}$ mile.	
Number of locks	1	
Dimensions of lock	200 feet by 45 feet.	
Total rise of lockage	5 "	
Depth of water on sills	7 feet at low water.	
Length of dam in eastern channel	300 "	
Length of dam in western channel	690 "	

At St. Ours, 14 miles from Sorel, the river Richelieu is divided by a small island into two channels. The St. Ours lock is in the eastern channel.

There is a navigable depth in the Richelieu of 7 feet between St. Ours lock and Chambly basin, a distance of 32 miles.

CHAMBLY CANAL.

Construction commenced		1831
" completed		1843
Length of canal	12 miles.	
Number of locks	9	
Dimensions of locks:—		
Guard lock, No. 1, at St. Johns	122 feet.	From $22\frac{1}{2}$ to 24 feet wide.
Lift " 2	124 "	
" " 3, 4, 5, 6	118 "	
" " 7, 8, 9 combined	125 "	
Total rise or lockage	74 "	
Depth of water on sills	$6\frac{1}{2}$ "	
Breadth of canal at bottom	36 "	
Breadth of canal at surface of water	60 "	

This canal succeeds the 32 miles of navigable water between St. Ours lock and Chambly basin. The canal overcomes the rapids between Chambly and St. Johns.

TRENT CANAL.

The term 'Trent canal' is applied to a series of water stretches, which do not, however, form a connected system of navigation, and which, in their present condition, are efficient only for local use. By various works this local use has been extended, and by others, now in progress and contemplation, this will become a through route between lake Ontario and lake Huron.

The series is composed of a chain of lakes and rivers, extending from Trenton, at the mouth of the river Trent, on the bay of Quinte, lake Ontario, to lake Huron.

Many years ago the utilizing of these waters for the purpose of through water communication between lake Huron and lake Ontario was projected.

The course, as originally contemplated and modified, is as follows:—

Through the river Trent, Rice lake, the river Otonabee and lakes Clear, Stony, Lovesick, Deer, Buckhorn, Chemong, Pigeon, Sturgeon and Cameron to lake Balsam, the summit water, about 155 miles from Trenton; from lake Balsam by a canal and the river Talbot to lake Simcoe; thence by the river Severn to Georgian bay, lake Huron; the total distance being about 200 miles of which only about 15 or 20 miles will be actual canal.

The full execution of the scheme, commenced by the Imperial Government in 1837, was deferred. By certain works, however, below specified, sections of these waters have been made practicable for navigation, and the whole scheme is now being carried out. A branch of the main route, extending from Sturgeon lake south, affords communication with the town of Lindsay, and, through lake Scugog to Port Perry, a distance of 174 miles from Trenton.

The following table gives the distance of navigable and unnavigable reaches:

From Trenton, bay of Quinte to Nine Mile rapids:—			
Nine Mile rapids to Percy landing.....	19½	9	
Percy landing to Heeley's Falls dam.....	—	14½	
Heeley's Falls dam to Peterborough.....	51¾	—	
Peterborough to Lakefield.....	—	9½	
Lakefield to a point across Balsam lake..	61	—	
	132¼	33	
Total distance, bay of Quinte to a point across Balsam lake			165¼
From Sturgeon point on Sturgeon lake, 48¾ miles from Lakefield, the branch through the town of Lindsay to Port Perry at the head of lake Scugog.....			27

The works by which the Trent navigation has been improved comprise canals, with locks and bridges, at Young's point, Burleigh rapids, Lovesick, Buckhorn rapids, Bobcaygeon, Fenelon falls and Rosedale; also dams at Lakefield, Young's point, Burleigh falls, Lovesick, Buckhorn, Bobcaygeon and Fenelon falls. By these works there is afforded communication between Lakefield, 9½ miles from Peterborough, and Balsam lake, the headwaters of the system; opening up a total of about 160 miles of direct and lateral navigation.

At Lakefield, 9½ miles from Peterborough, the dam at the head of the Nine mile rapids of the river Otonabee maintains navigation on Lake Katchewannoe up to Young's point.

At Young's point, 5 miles from Lakefield, the dam between Lake Katchewannoe and Clear lake controls the water level through Clear and Stony lakes up to the foot of the Burleigh canal.

At Burleigh rapids, 10 miles from Young's point, a canal, about $2\frac{1}{4}$ miles in length, passes the Burleigh and Lovesick rapids, and gives communication between Stony lake and Deer bay.

At Buckhorn rapids, 7 miles from Burleigh rapids, there is a canal about one-fourth of a mile long.

At Bobcaygeon, $15\frac{3}{4}$ miles from Buckhorn rapids, a dam, 553 feet long, controls the water level to Fenelon falls.

At Fenelon falls, 15 miles from Bobcaygeon, a canal about one-third of a mile in length connects Sturgeon lake with Cameron lake.

The following is a list of the locks, with their dimensions:—

1	Lock at Rosedale (maintained by the Ontario government), 16 x 30′ x 4′ 6″ to 6′ 6″ depth water on mitre sill.				
2	Locks at Fenelon	134′x33′x5′ 0″ to	7′ 6″	deep water on mitre sill.	
1	" Lindsay	134′x33′x5′ 0″ to	7′ 6″	"	"
1	" Bobcaygeon	134′x33′x5′ 8″ to	7′ 0″	"	"
1	" Buckhorn	134′x33′x5′ 0″ to	9′ 0″	"	"
1	" Lovesick	134′x33′x5′ 0″ to	9′ 4″	"	"
2	" Burleigh	134′x33′x6′ 0″ to	8′ 0″	"	"
1	" Young's pt.	134′x33′x5′ 0″ to	14′ 0″	"	"
1	" Peterborough	134′x33′x5′ 0″ to	10′ 0″	"	"
1	" Hastings	134′x33′x7′ 0″ to	10′ 6″	"	"
1	" Chisholms	134′x33′x5′ 0″ to	8′ 6″	"	"
12					

ST. PETER'S CANAL, CAPE BRETON.

Construction commenced	1854
" completed	1869
Enlargement begun	1875
" completed	1881
Length of canal, about 2,600 feet.	
Breadth at water line	50 feet.
Lock	One tidal lock, 4 prs. of gates.
Dimensions	200 feet by 48 feet.
Depth of water on sills	18 feet at lowest water.
Depth through canal	19 "
Extreme rise and fall of tide in St. Peter's bay	7 "

This canal connects St. Peter's bay on the northern side of Cape Breton, Nova Scotia, with the Bras d'Or lakes. It crosses an isthmus half a mile in width and gives access to the Atlantic.

BEAUHARNOIS CANAL.

Construction begun	1842
" completed	1845
Length of canal	12 statute miles.
Number of locks	9
Dimensions of locks	200 feet by 45 feet.
Total rise or lockage	$82\frac{1}{2}$ "
Depth of water on sills	9 "
Breadth of canal at bottom	80 "
Breadth of canal at water surface	120 "

As the new Soulanges canal is now opened for navigation, the Beauharnois canal is abandoned for navigation purposes.

EARLIER CANALS.

A system of three canals preceded the Beauharnois. These were:—

COTEAU DU LAC CANAL.

Construction	1779
" completed	1780

SPLIT ROCK CANAL.

Construction commenced	1779
" completed	1780

CASCADE POINT CANAL.

Construction commenced	1782
" completed	1783

The locks were 20 x 6 feet, and provided for a draft of 2 feet. In 1814 the work of widening them to 12 feet was begun, and finished in 1817.

Two canals were also constructed off Burlington bay, Ontario. They were:

BURLINGTON BAY CANAL.

Construction commenced	1825
" completed	1832

DESJARDINS CANAL.

Construction commenced	1826
" completed	1837

Neither of these canals required locks. They have for many years been abandoned. The depth of water provided in the first instance was $7\frac{1}{2}$ feet.

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RAILWAY STATISTICS

OF THE

DOMINION OF CANADA

FOR THE

YEAR ENDED JUNE 30

1915

(From sworn Returns furnished by the several Railway Companies.)

A. W. CAMPBELL,
Deputy Minister of the Department of Railways and Canals

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OTTAWA
PRINTED BY J. DE L. TACHÉ, PRINTER TO THE KING'S MOST EXCELLENT MAJESTY
1916

[No. 20*b*—1916.]

To Field Marshal His Royal Highness Prince Arthur William Patrick Albert, Duke of Connaught and of Strathearn, etc., etc., etc., Governor General and Commander in Chief of the Dominion of Canada.

MAY IT PLEASE YOUR ROYAL HIGHNESS:

The undersigned has the honour to present to your Royal Highness the Annual Report of the Comptroller of Statistics for the year ended June 30, 1915.

F. COCHRANE,
Minister of Railways and Canals.

To the Honourable F. COCHRANE,

Minister of Railways and Canals.

SIR,—I have the honour to submit the annual report of the Comptroller of Statistics in relation to the railway interests of Canada for the year ended June 30, 1915.

I have the honour to be, sir,

Your obedient servant,

A. W. CAMPBELL,

Deputy Mintsier of Railways and Canals.

OFFICE OF THE COMPTROLLER OF STATISTICS,

OTTAWA, December 27, 1915.

A. W. CAMPBELL, Esq., C.E.,

Deputy Minister of Railways and Canals.

SIR,—I have the honour to submit herewith Railway Statistics for the year ended June 30, 1915.

Details will be found in the tabular statements which constitute the body of this report, showing the facts as returned by the various railway units. They disclose an unprecedented increment in operating mileage, and a very considerable decrease in gross earnings. The decline in traffic was due to several causes, among which were the disturbance in trade brought about by the European war and a harvest in 1914 below the average.

ELECTRIC RAILWAYS.

Statistical information with respect to electric railways will be found toward the end of this introduction, and in tables following those with regard to steam railways.

RAILWAY MILEAGE.

There was an increment in operating mileage of 4,787·90 miles, as compared with 1,491·01 for the year 1914. This addition brought the total up to 35,582·44.

There were 1,593·40 miles of line returned as being under construction on June 30, distributed among the various provinces as follows:

Province.	Under Contract.	Completed.	Total.
	Miles.	Miles.	Miles.
Manitoba	449·25	1·20	450·45
British Columbia	49·00		49·00
Quebec	62·83	33·00	95·83
Ontario	30·20	36·00	66·20
Saskatchewan	164·94	51·76	216·70
Alberta	389·18	310·44	699·62
Nova Scotia	15·60		15·60
Total	1,161·00	432·40	1,593·40

The foregoing figures represent a large reduction as compared with the mileage officially regarded as being under construction in 1914, but the difference is in part accounted for by the addition to operating mileage during the year.

The history of railway mileage in Canada is here brought down to the year 1915:—

Year.	Miles in operation.	Year.	Miles in operation.
1835	0	1876	5,218
1836	16	1877	5,782
1837	16	1878	6,226
1838	16	1879	6,858
1839	16	1880	7,194
1840	16	1881	7,331
1841	16	1882	8,697
1842	16	1883	9,577
1843	16	1884	10,273
1844	16	1885	10,773
1845	16	1886	11,793
1846	16	1887	12,184
1847	54	1888	12,163
1848	54	1889	12,628
1849	54	1890	13,151
1850	66	1891	13,838
1851	159	1892	14,564
1852	205	1893	15,005
1853	506	1894	15,627
1854	764	1895	15,977
1955	877	1896	16,270
1856	1,414	1897	16,550
1857	1,444	1898	16,870
1858	1,863	1899	17,250
1859	1,994	1900	17,657
1860	2,065	1901	18,140
1861	2,146	1902	18,714
1862	2,189	1903	18,988
1863	2,189	1904	19,431
1864	2,189	1905	20,487
1865	2,240	1906	21,353
1866	2,278	1907	22,452
1867	2,278	1908	22,966
1868	2,270	1909	24,104
1869	2,524	1910	24,731
1870	2,617	1911	25,400
1871	2,695	1912	26,727
1872	2,899	1913	29,304
1873	3,832	1914	30,795
1874	4,331	1915	35,582
1875	4,804		

The distribution of operating mileage in 1914, showing increases and decreases, was as follows:—

Provinces.	Miles.	Increases.	Decrease.
Nova Scotia	1,366·63	1·51	
Prince Edward Island	275·20		4·03
New Brunswick	1,962·39	123·07	
Quebec	4,677·31	633·99	
Ontario	10,702·55	1,447·53	
Manitoba	4,497·61	422·16	
Saskatchewan	5,327·14	237·98	
Alberta	3,173·71	629·31	
British Columbia	3,100·35	1,122·00	
Yukon	101·71		
In United States	397·84	174·38	
Total	35,582·44	4,791·93	4·03

The mileage recorded in the foregoing table as being in the United States relates to lines which are connecting links between Canadian systems beginning and ending in Canada. The so-called short line of the Canadian Pacific, which runs across the state of Maine, is an example.

The following statement shows the growth of railway mileage in the various provinces since 1907:—

Province.	1907.	1908.	1909.	1910.	1911.	1912.	1913.	1914.	1915
Ontario	7,638	7,933	8,229	8,230	8,322	8,546	9,000	9,255	10,702
Quebec	3,516	3,574	3,663	3,795	3,882	3,883	3,986	4,043	4,677
Manitoba	3,074	3,111	3,205	3,221	3,446	3,520	3,993	4,076	4,498
Saskatchewan	2,025	2,081	2,631	2,932	3,121	3,754	4,651	5,089	5,327
Alberta	1,323	1,323	1,321	1,488	1,494	1,897	2,212	2,545	3,174
British Columbia	1,686	1,733	1,796	1,832	1,842	1,855	1,951	1,978	3,100
New Brunswick	1,503	1,509	1,547	1,522	1,548	1,545	1,545	1,839	1,962
Nova Scotia	1,329	1,344	1,351	1,351	1,354	1,357	1,359	1,365	1,367
Prince Edward Island	267	267	269	269	269	269	279	279	275
Yukon	91	91	91	91	102	102	102	102	102
In United States							225	224	398

The addition to second track in 1915 amounted to 157·89 miles, bringing the total up to 2,450·68.

Yard track and sidings increased from 7,517·57 in 1914 to 7,852·05 in 1915. The addition aggregated 334·48.

The totals of second track and yard track and sidings since 1907 are as follows:—

—	1907.	1908.	1909.	1910.	1911.	1912.	1913.	1914.	1915.
Double track	1,067	1,211	1,464	1,543	1,610	1,752	1,984	2,293	2,451
Yard track and sidings	4,092	4,546	4,761	5,155	5,550	6,149	6,935	7,518	7,852

Combining single track, second track, and yard track and siding mileage, the totals since 1907 are as follows:—

Year.	Miles.	Increase.
1907	27,967	
1908	29,068	1,101
1909	30,329	1,261
1910	31,429	1,100
1911	32,559	1,130
1912	34,629	2,070
1913	38,223	3,594
1914	40,605	2,382
1915	45,885	5,280

Tables 1, 2, and 3 will afford information in detail with respect to railway mileage.

RAILWAY CAPITAL.

The capitalization of railways officially classified as being in operation stood at $1,875,810,888 on June 30 as against $1,808,820,761 in 1914—an increment for the year of $66,990,127.

The total capitalization for 1915 was made up of the following items:—

Stocks	$ 847,801,101
Consolidated debenture stock	176,284,882
Funded debt	851,724,905
Total	$1,875,810,888

It will be observed that there was an increase for 1915 of $2,977,412 in consolidated debenture stock, an increase of $69,322,267 in funded debt, and a decrease of $5,300,552 in stocks. The falling-off in stocks was due to an adjustment of capitalization by the Canadian Northern and its subsidiary corporations.

Funded debt was distributed as follows:—

Bonds	$ 776,482,448
Miscellaneous obligations	7,576,957
Income bonds	25,275,000
Equipment trust obligations	42,390,500
Total	$ 851,724,905

In addition to the capitalization attaching to railways officially regarded as being in operation, following was the situation with respect to lines under construction:—

Stocks	$ 29,257,500
Funded debt	52,224,004
Total	$ 81,481,504

Combining the capitalization of railways in operation and under construction, the result is as follows:—

Stocks	$ 877,058,601
Consolidated debenture stock	176,284,882
Funded debt	903,948,909
Total	$1,957,292,392

In a table which follows it will be observed that there was a reduction in 1913 of the amount shown as funded debt. This was the result of a careful revision, by means of which duplication and extinct issues were eliminated.

In attempting to make a purely superficial analysis of stocks and bonds on a mileage basis, it must not be forgotten that the situation in Canada is complicated by government-owned-and-operated lines, to which neither an issue of stocks nor bonds attaches. In order to make such a calculation at all it is absolutely necessary to prepare a special statement of the facts. For the purposes of the computation this year the mileage applied to stocks is 30,989, to consolidated debenture stock 12,824, and to funded debt 30,279. Bearing these conditions in mind the following results are instructive:—

STOCKS.

	1913.	1914.	1915.
	$ cts.	$ cts.	$ cts.
Dividend-paying	421,072,361 00	492,580,812 00	491,538,059 00
Non-dividend	308,302,155 00	360,529,841 00	356,263,042 00
Amount of dividends	27,333,373 00	30,434,601 00	32,341,337 00
Per cent on dividend-paying	6 45	6 17	6 58
Per cent on all stocks	3 72	3 56	3 81
Per mile of line affected—all stocks	28,771 00	30,138 00	27,358 00

FUNDED DEBT.

Total outstanding for this purpose	477,820,834 00	617,561,386 00	851,724,905 00
Per mile of operating line affected	18,209 00	23,481 00	28,129 00

CONSOLIDATED DEBENTURE STOCK.

Amount outstanding (C.P.R.)	163,257,224 00	173,307,470 00	176,284,882 00
Interest	6,337,188 00	6,809,520 00	7,008,942 00
Per mile of line affected	14,187 00	14,503 00	13,746 00

The capitalization of mileage under construction is not included in the foregoing calculations.

The mileage represented by dividend-paying stocks in 1915 was 17,262. It therefore follows that the stocks attaching to 18,320 miles of line were on a non-dividend basis.

Following are the facts with respect to government-owned-and-operated lines, for which no capitalization appears in any of the foregoing calculations:—

—	Miles.	Capital Cost.	Cost per Mile.
		$ cts.	$ cts.
Intercolonial	1,455	109,221,080 00	75,066 00
National Transcontinental	1,994	152,802,746 00	76,632 00
Prince Edward Island	275	9,496,567 00	34,533 00
Temiskaming and Northern Ontario	329	20,085,218 00	61,049 00
New Brunswick Coal and Railway	58	1,936,600 00	32,217 00
Total	4,111	293,542,201 00	

The capital cost of the National Transcontinental in the foregoing statement does not include equipment.

The following tabular statement shows the record of railway capitalization since 1876:—

Year.	Stocks.	Debenture Stock	Funded Debt.	Total.
	$	$	$	$
1876	180,955,657		76,079,531	257,035,188
1877	182,578,994		79,676,382	262,255,376
1878	191,331,767		83,710,938	275,042,705
1879	192,674,553		81,151,628	273,826,181
1880	189,956,177		80,661,316	270,617,493
1881	199,527,981		84,891,313	284,418,293
1882	216,468,465		92,487,932	306,956,397
1883	269,092,615		102,134,295	371,226,910
1884	285,077,822		109,310,963	394,388,785
1885	312,183,162		141,370,963	453,553,125
1886	317,141,948		169,359,306	486,501,254
1887	324,128,738		194,801,553	518,930,291
1888	327,493,882		228,617,728	556,111,610
1889	332,559,672		261,675,226	584,234,898
1890	338,177,386		266,885,707	605,063,093
1891	339,769,786		292,291,654	632,061,440
1892	344,400,282		305,120,200	649,520,482
1893	371,877,287		307,225,888	679,103,175
1894	361,760,308		327,003,803	688,764,311
1895	361,449,590		330,785,546	692,235,136
1896	361,075,340		336,137,601	697,212,941
1897	367,611,048		348,834,086	716,445,134
1898	378,141,790		354,946,865	733,098,655
1899	391,300,360		362,053,495	753,353,855
1900	410,326,095		373,716,704	784,042,799
1901	424,414,314		391,696,523	816,110,837
1902	460,401,863		404,806,847	865,208,710
1903	483,770,312		424,100,762	907,871,074
1904	492,752,530		449,114,035	941,866,565
1905	526,353,951		465,543,967	991,897,918
1906	561,655,395		504,226,234	1,065,881,629
1907	588,563,591		583,369,217	1,171,937,808
1908	607,891,349		631,869,664	1,239,761,013
1909	647,534,647		660,946,769	1,308,481,416
1910	687,557,387		722,740,300	1,410,297,687
1911	749,207,687		779,481,514	1,528,689,201
1912	770,459,351		818,478,175	1,588,937,526
1913	755,316,516	163,257,224	613,256,952	1,531,830,692
1914	853,110,653	173,307,470	782,402,638	1,808,820,761
1915	847,801,101	176,281,882	851,724,905	1,875,810,888

The relationship of dividends and net earnings to share capital during the past nine years is shown in the following table:—

Year.	Debenture Stock.	Interest on Debenture Stock.	Stocks.	Dividends on Stocks.	Per cent on Stocks.	Net Earnings.	Stocks and debenture Stock	Per cent
	$	$	$	$	$	$	$	
1907			588,568,591	12,760,435	2·17	42,989,537	588,568,591	7·30
1908			607,891,349	12,955,243	2·11	39,614,171	607,891,349	6·51
1909			647,534,617	19,230,126	2·97	40,456,252	647,534,647	6·24
1910			687,557,387	21,747,914	3·16	53,550,777	687,557,387	7·78
1911			749,207,687	30,577,740	4·08	57,698,709	749,207,687	7·70
1912			770,459,351	31,164,791	4·04	68,677,213	770,459,351	8·91
1913	163,257,224	6,337,188	755,316,516	27,333,373	3·72	74,671,160	918,573,740	8·13
1914	173,307,470	6,805,320	853,110,653	30,434,601	3·56	64,108,280	1,026,418,123	6·25
1915	176,284,882	7,008,942	847,801,101	32,341,337	3·81	52,111,973	1,024,085,983	5·09

Net earnings in the foregoing table are the difference between gross receipts and operating expenses. Net earnings in the accounting, and not the popular, sense are shown under the head of Income Account on a page farther along.

It must be borne in mind that prior to 1913 the interest on the debenture stock of the Canadian Pacific was included with dividends.

There was an increase of $1,906,736 in the aggregate of dividends paid, as compared with 1914.

AID TO RAILWAYS.

The total amount of cash aid given during the year was $5,059,284.17. This contribution was made up as follows:—

By the Dominion	$ 4,644,664 17
By the provinces	414,620 00
	$ 5,059,284 17

The details with respect to cash subventions, loans, etc., in aid of railways will be found in table 5.

The account respecting cash subsidies stood, on June 30, as follows:—

Year	Dominion	Provinces.	Municipalities.
	$ cts.	$ cts.	$ cts.
1876	*18,564,352 37	4,203,240 43	5,384,005 70
1877	16,235,185 33	4,338,498 02	5,606,799 31
1878	26,438,914 96	14,292,002 29	5,877,078 63
1879	26,438,914 00	14,593,001 91	7,408,478 63
1880	32,761,920 65	17,639,206 60	8,310,944 63
1881	37,629,207 33	a16,676,266 29	8,395,944 63
1882	37,731,208 33	17,044,628 91	9,080,944 63
1883	49,548,639 93	18,342,102 80	9,617,055 94
1884	†78,123,918 18	19,836,055 93	9,875,055 94
1885	92,762,967 17	19,137,719 93	11,034,450 43
1886	87,426,814 52	19,338,679 93	11,320,892 43
1887	91,228,674 03	21,204,993 01	11,500,892 43
1888	c90,644,574 40	23,342,758 82	11,625,050 43
1889	91,888,491 21	24,036,306 80	11,699,724 43
1890	93,889,277 76	25,086,285 41	11,786,224 43
1891	96,529,524 07	25,731,965 43	11,907,009 43
1892	97,601,639 53	26,997,435 78	14,139,234 90
1893	100,422,165 09	28,229,355 49	14,272,456 99
1894	102,087,290 06	29,368,697 75	14,374,610 99
1895	†103,451,148 93	29,727,512 63	14,376,686 99
1896	101,961,763 91	30,055,946 30	14,463,756 99
1897	102,458,434 71	31,171,346 65	15,902,367 99
1898	103,878,261 66	31,495,555 48	15,928,167 99
1899	107,030,639 24	31,656,725 57	16,005,429 28
1900	107,769,795 70	31,310,170 06	16,173,303 45
1901	110,225,503 43	32,395,522 67	16,302,514 45
1902	112,324,091 13	33,145,320 84	16,539,104 03
1903	113,791,113 41	32,809,728 41	16,651,044 46
1904	115,875,668 31	34,496,917 84	17,346,634 36
1905	117,145,511 67	40,415,630 27	17,420,085 65
1906	118,474,316 04	43,278,022 12	17,576,538 15
1907	128,827,648 77	b35,132,130 80	17,601,945 77
1908	133,049,376 07	35,191,414 80	17,637,827 21
1909	135,549,987 71	35,588,526 15	17,824,823 60
1910	d146,932,179 71	35,837,060 16	17,983,823 60
1911	148,217,071 75	35,919,360 16	18,042,823 60
1912	e154,075,235 09	35,945,515 16	18,051,323 60
1913	163,251,469 42	36,500,015 16	18,078,673 60
1914	178,834,528 74	37,023,275 16	f17,914,836 40
1915	183,479,192 91	37,437,895 16	17,914,836 40

*Included loan $2,311,666.67 to Northern Railway; not reported after this year.

†Included loan $29,880,912 to C. P. Railway; not reported later.

cEastern extension $1,284,495.76 now included in I. C. Railway.

‡Incorrect total of $2,394,000 shown to the North Shore Railway.

aDecrease of $1,044,000 by N. B. Government to St. John and Maine Railway.

bThis amount does not include the cost of the Temiskaming and Northern Ontario Railway, ($10,570,549) as formerly.

dThis includes $10,000,000 loaned to the Grand Trunk Pacific Railway Company under authority of chap. 19 of the statutes of 1909.

eThis amount includes a payment of $4,994,416.66 to the Grand Trunk Pacific under the Implement clause of the agreement between Government and the Company.

fThis reduction is due to the repayment of a loan.

Following is an analysis of the cash subsidies paid by the various provinces since 1875:—

Year.	Ontario.	Quebec.	Nova Scotia.	New Brunswick.	British Columbia.	Manitoba	Totals.
	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.
1875							
1876	1,884,719 43	228,521 00		2,000,900 00			4,203,240 43
1877	1,838,677 02	336,821,00		2,163,000 00			4,338,498 02
1878	2,229,639 02	1,192,013 27	818,750 00	2,730,000 00			6,970,402 29
1879	2,549,639 02	1,192,013 27	818,750 00	2,730,000 00			7,290,402 29
1880	2,992,037 02	1,415,493 27	818,750 00	2,754,000 00			7,970,280 29
1881	3,183,037 02	1,578,443 27	823,330 00	2,754,000 00			8,338,810 29
1882	3,702,537 02	1,600,992 27	823,330 00	2,763,665 00			8,890,524 29
1883	3,792,611 69	2,116,540 11	823,330 00	2,763,665 00			9,496,146 80
1884	4,012,968 02	2,186,125 91	1,578,601 00	3,180,465 00			10,958,989 93
1885	4,504,984 52	2,428,239 41	1,628,601 00	3,466,165 00			12,027,989 93
1886	5,983,985 52	2,705,714 41	1,628,601 00	3,475,165 00			14,179,715 93
1887	5,984,007 52	3,276,071 81	1,653,903 68	3,865,165 00		386,250 00	16,674,174 01
1888	5,948,007 52	4,788,319 41	1,654,776 13	4,243,091 89	37,500 00	1,945,000 00	18,572,701 95
1889	5,948,007 52	4,784,105 41	1,913,495 09	4,261,245 10	37,500 00	1,981,000 00	18,961,353 12
1890	6,014,015 52	5,166,365 33	1,952,195 87	4,208,965 48	37,500 00	2,380,690 00	19,831,732 56
1891	6,069,565 12	6,237,866 03	2,005,865 87	4,311,385 18	37,500 00	2,390,690 00	21,052,872 20
1892	6,171,181 44	7,583,060 76	2,099,404 77	4,365,355 71	37,500 00	2,390,690 00	22,647,192 68
1893	6,391,932 74	7,864,561 83	2,121,914 55	4,425,281 81	37,500 00	2,623,286 77	23,464,507 70
1894	6,402,738 24	9,345,115 38	2,125,344 55	4,432,481 81	37,500 00	2,625,561 77	24,968,741 75
1895	6,747,685 24	9,984,348 09	2,158,847 10	4,453,800 00	37,500 00	2,625,561 77	26,007,742 20
1896	6,932,388 24	10,072,942 06	2,208,847 10	4,455,780 00	37,500 00	2,625,561 77	26,333,019 17
1897	7,119,065 63	10,859,484 01	2,258,847 10	4,462,670 71	37,500 00	2,625,561 77	27,363,129 22
1898	7,200,003 59	11,100,334 88	2,304,847 10	4,499,010 71	37,500 00	2,625,561 77	27,767,258 05
1899	7,281,129 63	11,206,833 10	2,204,847 10	4,506,040 71	37,500 00	2,703,061 77	28,039,412 31
1900	7,406,992 59	11,217,864 63	2,204,847 10	4,529,040 71	37,500 00	2,789,061 77	28,285,306 80
1901	7,819,928 65	11,590,489 84	2,522,847 10	4,529,040 71	37,500 00	2,796,837 02	29,296,643 32
1902	8,392,817 69	11,995,282 16	2,582,847 10	4,542,939 71	37,500 00	2,796,888 02	30,348,274 68
1903	8,512,578 04	12,163,285 66	3,568,445 35	4,569,937 71	37,500 00	2,872,887 02	31,724,633 78
1904	8,512,578 04	12,163,285 66	3,568,445 35	4,569,937 71	37,500 00	2,872,888 02	31,724,633 78
1905	8,562,504 47	12,259,285 66	3,991,193 75	4,580,934 71	37,500 00	2,872,887 02	32,304,304 61
1906	8,737,722 41	12,301,470 16	4,425,267 20	4,585,537 71	121,135 00	2,872,887 02	33,047,019 50
1907	8,739,796 04	12,304,470 16	6,274,498 20	4,616,237 71	127,135 00	2,872,887 02	34,935,024 13
1908	8,783,296 04	12,301,470 16	6,324,400 75	4,707,486 71	780,209 00	2,872,887 02	35,872,749 68
1909	9,038,296 03	12,328,196 52	6,366,788 75	4,807,486 71	786,209 00	2,878,887 02	36,169,864 03
1910	9,198,616 04	12,328,196 52	6,384,299 75	4,851,486 71	792,209 00	2,878,887 02	36,424,395 04
1911	9,204,616 04	12,333,196 52	6,384,299 75	4,907,486 71	798,209 00	2,878,887 02	36,506,695 04
1912	9,204,616 04	12,333,196 52	6,440,454 75	4,907,486 71	804,209 00	2,878,887 02	36,532,850 04
1913	9,554,616 04	12,333,196 52	6,440,454 75	4,907,486 71	1,008,707 00	2,878,887 02	37,087,350 04
1914	9,554,616 04	12,333,196 52	6,987,849 75	4,907,486 71	984,572 00	2,878,887 02	37,023,275 16
1915	9,669,236 04	12,333,196 52	6,987,849 75	4,907,486 71	1,284,572 00	2,878,887 02	37,437,895 16

The cash aid given by municipalities is shown, by provinces, in the following table:—

Year.	Ontario.	Quebec.	Nova Scotia.	New Brunswick.	British Columbia.	Manitoba.	Northwest Territories.	Totals.
	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.
1875	3,774,620 13	513,000 00		127,500 00				4,415,120 13
1876	4,460,505 70	513,000 00		210,500 00				5,384,005 70
1877	4,748,299 31	635,000 00		223,500 00				5,606,799 31
1878	5,085,434 01	1,323,144 62	175,000 00	293,500 00				6,877,078 63
1879	5,407 934 01	1,532,044 62	175,000 00	293,500 00				7,408,478 63
1880	5,988,300 01	1,854,144 62	175,000 00	293,500 00				8,310,944 63
1881	5,988,300 01	1,864,144 62	250,000 00	293,500 00				8,305,944 63
1882	6,673,300 01	1,864,144 62	250,000 00	293,500 00				9,080,944 63
1883	0,948,411 32	2,125,144 52	250,000 00	293,500 00				9,617,055 94
1884	7,178,411 32	2,150,144 62	250,000 00	296,500 00				9,875,055 94
1885	8,027,805 81	2,195,144 62	250,000 00	296,500 00		265,000 00		11,034,450 43
1886	8,207,805 81	2,255,986 62	250,000 00	296,500 00		480,600 00		11,310,892 43
1887	8,055,305 81	2,380,986 62	250,000 00	296,500 00	37,500 00	480,600 00		11,500,892 43
1888	8,055,305 81	2,495,144 62	250,000 00	296,500 00	37,500 00	490,600 00		11,625,050 43
1889	8,055,305 81	2,569,818 62	250,000 00	296,500 00	37,500 00	490,600 00		11,699,724 43
1890	8,085,305 81	2,626,318 62	250,000 00	286,500 00	37,500 00	490,600 00		11,786,224 43
1891	8,120,305 81	2,644,418 62	277,685 00	336,500 00	37,500 00	490,600 00		11,907,009 43
1892	10,261,244 37	2,735,714 62	277,685 00	336,500 00	37,500 00	490,600 00		14,139,243 99
1893	10,289,453 37	2,840,718 62	277,685 00	336,500 00	37,500 00	490,600 00		14,272,456 99
1894	10,391,607 37	2,840,718 62	277,685 00	336,500 00	37 500 00	490,600 00		14,374,610 99
1895	10,393,683 37	2,840,718 62	277,685 00	336,500 00	37 500 00	490,600 00		14,376,686 99
1896	10,480,753 37	2,840,718 62	277,685 00	336,500 00	37,500 00	490,600 00		14,463,756 99
1897	11,890,364 37	2,865,718 62	281,685 00	336,500 00	37,500 00	490,600 00		15,902,367 99
1898	11,916,164 37	2,865,718 62	281,685 00	336,500 00	37,500 00	490,600 00		15,928,167 99
1899	11,971,164 37	2,865,718 62	281,685 00	336,500 00	37,500 00	490,000 00	22,261 29	16,005,429 28
1900	12,050,164 37	2,865,718 62	370,559 17	336,500 00	37,500 00	490,600 00	22,261 29	16,173,303 45
1901	12,102,164 37	2,942,929 62	370,559 17	336,500 00	37,500 00	490,600 00	22,261 29	16,302,514 45
1902	12,163;164 37	3,118,519 20	370 559 17	336,000 00	37,500 00	490,600 00	22,261 29	16,539,104 03
1903	12,189,104 80	3,118,519 20	456,559 17	336 500 00	37,500 00	490 600 00	22,261 29	16,651,044 46
1904	12,862,147 80	3,125,727 17	471,898 10	336,500 00	37,500 00	490 600 00	22,261 29	17,346,634 36
1905	12,930,290 81	3,126,036 08	471,898 10	341,500 00	37,500 00	490,600 00	22,261 29	17,420,085 65
1906	12,961,290 18	3,126,036 08	471,898 10	341,500 00	162,952 50	490,600 00	22,261 29	17,576,538 16
1907	12,966,197 80	3,127,536 08	481,898 10	341,500 00	171,952 50	490,600 00	22,261 29	17,601,945 77
1908	12,983,079 24	3,137,536 08	481,898 10	341,500 00	180,952 50	480,600 00	22,261 29	17,637,827 21
1909	13,161,075 63	3,137,536 08	481,898 10	341,500 00	189,952 50	490,600 00	22,261 29	17,824,823 60
1910	13,311,075 63	3,137,536 08	481,898 10	341,500 00	198,952 50	490,600 00	22,261 29	17,983,823 60
1911	13,361,075 63	3,137,536 08	481,898 10	341,500 00	207,952 00	490,600 00	22,261 29	18,042,823 60
1912	13,361,075 63	3,137,536 08	481,898 10	341,500 00	216,452 50	490,600 00	22,261 29	18,051,323 60
1913	13,361,075 63	3,158,136 08	481,898 10	341,500 00	223,202 50	490 600 00	22,261 29	18,078,673 60
1914	13,361,075 63	3,180,501 38	481,898 10	341,500 00	37,500 00	490,600 00	22,261 29	17,914,836 40
1915	13,361,075 63	3,180,501 38	481,898 10	341,500 00	37,500 00	490,600 00	22,261 29	17,914,836 40

Following is an analysis of the various forms in which cash aid has been given to railways by the Dominion, by the provinces, and by municipalities:—

DOMINION.

Cash subsidies	$ 109,962,869 12
Loans	25,576,533 33
Cost of lines handed over to C.P.R	37,785,319 97
Paid to Quebec Government	5,160,053 83
Implement clause, G.T.P agreement	4,994,416 66
Total	$ 183,479,192 91

The purchase of Grand Trunk Pacific bonds aggregating $33,116,000, by the Government, could not properly be classified as cash aid. It is therefore omitted from this account, and appears in a later paragraph, among guarantees authorized.

The Dominion Government has also constructed the Eastern Division of the National Transcontinental railway, on which an expenditure of $152,802,746 had taken place up to March 31, 1915.

PROVINCES.

Cash Subsidies	$ 29,940,865 16
Loans	7,197,030 00
Subscriptions to shares	300,000 00
Total	$ 37,437,895 16

NOTE—$4,447,000 was transferred from Subsidy to Loan Account.

MUNICIPALITIES.

Cash subsidies	$ 12,670,837 78
Loans	2,404,498 62
Subscriptions to shares	2,839,500 00
Total	$ 17,914,836 40

NOTE—A loan of $186,202.50 cancelled in 1914.

LAND GRANTS.

Following have been the land grants to railways:—

—	Acres.
By the Dominion	31,864,074
By the province of Quebec*	1,514,013
By the province of British Columbia	8,119,221
By the province of New Brunswick	1,647,772
By the province of Nova Scotia	160,000
By the province of Ontario	624,232
Total	43,929,312

*See explanatory paragraph.

In the case of the province of Quebec the land grants have been on a special basis, and it is therefore necessary to have in mind the following facts:—

Acres granted—convertible	13,324,950
Converted, at 52½ cents per acre	$6,995,599
Amount of conversion	$4,557,728
Acres granted—not convertible	10,391,934
Acres earned—not convertible	1,514,013

GUARANTEES.

During recent years, guarantees have to a large extent taken the place of cash subsidies. The situation in this regard, on June 30, was as follows:—

	Authorized	Bonds Executed.	Guarantees Earned.
	$	$	$
Dominion	188,965,063	174,740,856	160,516,649
Manitoba	25,221,580	25,221,580	25,221,580
Alberta	59,410,450	43,800,450	27,333,499
Saskatchewan	41,625,000	23,762,960	22,936,950
Ontario	7,860,000	7,860,000	7,860,000
British Columbia	80,332,072	68,782,072	24,575,020
New Brunswick	6,063,000	6,063,000	4,806,965
Quebec	392,000	392,000	392,000
Total	409,869,165	350,622,918	273,642,663

It must be understood that $33,116,000 worth of Grand Trunk Pacific bonds purchased by the Dominion Government, and referred to in a succeeding paragraph, is included with the amount of guarantees authorized, although in such case the guarantee does not apply. There is, however, no other way of recording the amount in this connection.

The facts for the preceding four years, as respects the amount of guarantees authorized, are as follows:—

	1911.	1912.	1913.	1914.
	$	$	$	$
Dominion	52,439,865	91,983,553	95,486,590	188,965,063
Manitoba	20,899,660	20,899,660	24,059,447	25,221,580
Alberta	25,743,000	45,489,000	45,489,000	55,810,450
Saskatchewan	11,999,000	32,500,000	33,735,000	41,625,000
Ontario	7,860,000	7,860,000	7,860,000	7,860,000
Nova Scotia	5,022,000	5,022,000	5,022,000	80,322,072
British Columbia	23,196,832	38,946,832	59,262,072	6,063,000
New Brunswick	700,000	1,893,000	3,654,265	392,000
Quebec	476,000	476,000	392,000	
Total	148,336,357	245,070,045	274,960,374	406,259,165

Following are the details according to official statements received from the Dominion and the various provinces:—

DOMINION.

The list of securities guaranteed by the Dominion prior to June 30, 1914, is as follows:—

1. The Canadian Northern Railway Company, chapter 7, Edward VII (1903).

The guarantee is for the principal of £1,923,287 sterling, and interest thereon at the rate of 3 per cent per annum for fifty years.

2. The Canadian Northern Railway Company, chapter 11, 7-8 Edward VII (1908).

The guarantee is for the principal of £1,622,586 19s. 9d. sterling debenture stock and interest thereon at the rate of 3½ per cent per annum for fifty years, from July 20, 1908, interest payable half yearly.

3. The Canadian Northern Ontario Railway Company, chapter 6, 1-2 George V (1911).

The guarantee is for the principal of £7,350,000 sterling debenture stock and interest thereon at the rate of 3½ per cent per annum for fifty years, from May 19, 1911, interest payable half yearly.

4. The Canadian Northern Alberta Railway Company, chapter 6, 9-10 Edward VII (1910) as amended by chapter 8, 2 George V (1912).

The guarantee is for the principal of £647,260 5s. 6d. sterling debenture stock and interest thereon at the rate of 3½ per cent per annum for fifty years, from May 4, 1910, interest payable half yearly.

5. The Grand Trunk Pacific Railway Company, chapter 71, 3 Edward VII (1903) and chapter 24, 4 Edward VII (1904) and chapter 98, Acts of 1905.

The guarantee is of 3 per cent bonds of the railway company to an amount equal to 75 per cent of the cost of construction of the Western Division of the National Transcontinental railway, but not exceeding $13,000 per mile in respect of the Prairie section of the said railway. The amount of bonds issued and guaranteed is £7,200,000, of which £3,200,000 were issued in 1905, £2,000,000 in 1909, and £2,000,000 in 1910.

The total authorized issue was £14,000,000 and the balance of the issue not sold to the public—£6,800,000—was purchased by the Government under the authority of the Grand Trunk Pacific Bond Purchase Act, 1913. There is therefore no guarantee, as respects this part of the issue, outstanding.

6. The Canadian Northern Alberta Railway Company, chapter 6, 2 George V (1912).

The guarantee is for the principal of £733,561 12s. 10d. sterling debenture stock and interest thereon at the rate of 3½ per cent per annum for fifty years, from April 1, 1912, interest payable half yearly.

7. The Grand Trunk Pacific Railway Company, chapter 20 of the Acts of 1914.

Total guarantee authorized, $16,000,000, interest at 4 per cent. Sold to the public, $3,067,460; pledged with the Dominion Government against advances, $7,500,000; balance unissued, $5,432,540.

8. The Canadian Northern Railway Company, chapter 20 of the Acts of 1914.

Guarantee authorized, $45,000,000, at 4 per cent. Sold to the public, $17,033,333; pledged with the Dominion Government against advances, $12,500,000; pledged with Equitable Trust Company, New York, against advances, $6,675,000; unissued, $8,791,667.

The Dominion account for guarantees is therefore summarized as follows:—Authorized, $188,965,063; earned, $174,740,856; bonds purchased, $33,116,000.

MANITOBA.

The province of Manitoba has authorized guarantees of the bonds of the Canadian Northern Railway Company as follows:—1,243·73 miles at $10,000 per mile; 675·00 miles ar $13,000 per mile.

The amount of guaranteed bonds outstanding on June 30, 1914, was $25,221,580; and the amount actually earned, $24,589,036.65.

The foregoing figures are taken from an official statement to the Comptroller of Statistics by the Deputy Provincial Treasurer; but it will be observed that the amount of guarantees, both authorized and earned, is larger than the total shown on a mileage basis.

ALBERTA.

	Authorized Guarantee.			Executed Guarantee.	Earned Guarantee.
	Miles.	Rate.	Total.		
		$ cts.	$ cts.	$ cts	$ cts.
Canadian Northern Railway..	899·8	15,000 00	13,497,000 00	3,900,000 00	936,000 00
				7,122,000 00	7,122,000 00
Canadian North-Western Railway	498·5	13,000 00	6,480,500 00	5,570,500 00	1,476,182 50
	415·0	15,000 00	6,225,000 00	300,000 00	176,700 00
	100·0	18,000 00	1,800,000 00		
	250·0	20,000 00	5,000,000 00	2,000,000 00	1,092,600 00
	114·07	25,000 00	2,851,750 00	2,851,750 00	2,851,750 00
Grand Trunk Pacific Branch Lines	201·5	15,000 00	3,022,500 00	3,022,500 00	3,022,500 00
	58·0	20,000 00	1,160,000 00	1,160,000 00	1,160,000 00
Eastern Division & British Columbia Railway	471·0	20,000 00	9,420,000 00	8,200,000 00	5,805,600 00
Atlantic & Great Western Railway	350·0	20,000 00	7,000,000 00	7,000,000 00	2,982,540 00
Terminals			400,000 00	400,000 00	211,858 70
Central Canada Railway	114·00	20,000 00	2,280,000 00	2,000,000 00	371,425 42
Lacombe & Blindman Valley Ry.	39·1	7,000 00	273,700 00	273,700 00	124,341 91
Total	3,510·97		59,410,450 00	43,800,450 00	27,333,498 53

SASKATCHEWAN.

	Number of Miles.	Authorized at $15,000 per Mile.	Bonds Sold.	Bonds Earned.
		$	$	$
Canadian Northern Railway	1,155	17,325,000	12,896,667	11,682,750
Canadian Northern Saskatchewan	255	3,825,000	973,333	626,400
Grand Trunk Pacific Branch Lines	760	11,400,000	9,892,960	10,627,800
Grand Trunk Pacific Saskatchewan	605	9,075,000		
Total	2,775	41,625,000	23,762,960	22,936,950

ONTARIO.

To the Canadian Northern Ontario Railway Company—Guarantee of interest on bonds aggregating $7,860,000.

NOVA SCOTIA.

The aid given by the province of Nova Scotia to the Halifax and Southwestern Railway Company was not in the nature of a guarantee of bonds; but the facts of the case cannot very well be given under any other head. They are as follow:—

In the first instance the province advanced to the company $13,500 per mile on 257·25 miles of its railway. The company gave a mortgage to the province covering the railway system for the total amount so advanced, and for interest on advances during construction, but could redeem the mortgage by repaying the said sum of $13,500 per mile, less the sum of $3,200 per mile. The $3,200 per mile represents the sum which, under the provisions of a general Act on the subject, the province grants as a subsidy to a company constructing a railway.

This arrangement existed until the new arrangement was made under chapter 27 of the Acts of 1912, as amended by chapter 64 of the Acts of 1913. The new arrangement provided for releasing the original mortgage, for crediting the railway company with the $3,200 per mile, and interest thereon, for repayment to the company of the equivalent of £180,400 sterling which the company had paid as interest on the mortgage, and for adding that amount to the sums due by the company for principal. The equivalent of £180,400 sterling was paid to the Halifax and Southwestern Railway Company, but instead of being paid in cash it was paid by delivering to the company £180,400 of provincial debentures. The total amount the company owed the province under this arrangement was settled at $4,447,000, in which is included the equivalent of £180,400 sterling.

As security for that amount the company delivered to the province its bonds guaranteed by the Canadian Northern Railway Company, aggregating $4,447,000, these bonds being secured by a mortgage trust deed covering the railway system of the Halifax and Southwestern Railway Company, and the province still holds the bonds and collects the interest thereon as the same falls due.

Under the primary arrangement the railway company did not deliver bonds to the province, but merely executed the mortgage, which has been released and superseded by the new arrangement.

The advance of $13,500 per mile was not made by the province delivering bonds to the company; it was made in cash, the province having borrowed the money in London by the issue and sale of inscribed stock. The interest on the guaranteed bonds that the province now holds offsets within about one-quarter per cent the interest payable on the inscribed stock, this difference being accounted for by the fact that the stock was issued below par.

After the guaranteed bonds of the Halifax and Southwestern Railway Company are paid, the amount of provincial aid it will have received will have been $3,200 per mile.

BRITISH COLUMBIA.

Canadian Northern Pacific Railway—Main Line:—4 per cent First Mortgage Debentures Stock, 600 miles at $35,000 per mile, $21,000,000; 4½ per cent Second Mortgage Debenture Stock, additional, on 500 miles at $10,000 per mile, $5,000,000. Total, $26,000,000.

Canadian Northern Pacific Railway—Branch Lines:—4½ per cent First Mortgage Debenture Stock, 11 miles at $45,000 per mile, $495,000, 328 miles at $35,000 per mile, $11,480,000; total, $11,975,000.

The above bonds have all been executed; but only $4,786,761 have been pledged on the market, realizing $3,839,108, and leaving a balance available of $7,188,239.

The value of guaranteed bonds earned up to the 30th June, 1915, is, $2,978,455.

Canadian Northern Pacific Railway—Terminals:—4½ per cent First Mortgage Debenture Stock.

Total guarantees authorized	$ 10,000,000 00
Total Bonds executed	10,000,000 00
Of the above, $8,614,000 of bonds have been sold, realizing	7,954,814 00
The value of guaranteed bonds earned up to the 30th June, 1915, is	2,308,963 00

Pacific Great Eastern Railway:—4½ per cent First and Second Mortgage Debenture Stock:

First mortgage	$ 28,350,000 00
Second	3,360,000 00
Total	$ 31,710,000 00

The foregoing is made up as follows:—480 miles at $42,000 per mile, and 330 miles at $35,000 per mile. Total bonds executed, $20,160,000. Of the above executed bonds the sales and pledges of the same have realized $17,335,455.

The value of guaranteed bonds earned up to 30th June, 1915, is $16,640,530.

Nakusp & Slocan Railway Company:—

Amount of guarantees authorized	$ 647,072
Amount of guaranteed bonds outstanding	647,072
Amount of guarantees actually earned	647,072

NEW BRUNSWICK.

	Amount Guaranteed.	Earned and Paid.
	$ cts.	$ cts.
International	896,000 00	896,000 00
New Brunswick and Seaboard	297,000 00	297,000 00
Southampton	155,000 00	155,000 00
St. John and Quebec	4,250,000 00	2,993,964 46
Fredericton and Grand Lake	465,000 00	465,000 00
Total	6,063,000 00	4,806,964 46

In the case of the St. John and Quebec Railway, there is legislative authority to guarantee $35,000 per mile of railway, from the city of St. John to the town

of Grand Falls, estimated at 214 miles. At present, the amount of $25,000 per mile for 170 miles has been guaranteed *en bloc*, namely, $4,250,000, and held in trust for the company to be paid from time to time as earned.

QUEBEC.

Guarantee of bonds of the Montreal and Western Railway Company to the amount of $392,000.

INCOME ACCOUNT.

Following is a summary of the facts given in table 9 with respect to income account for the year ended June 30, 1915:—

Net operating revenue		$ 52,470,610 18
Outside operations—		
Revenue	$ 20,332,305 65	
Expense	14,058,511 39	
Net revenue	$ 6,273,794 26	
Income—Other sources	14,111,482 85	20,385,277 11
		$ 72,855,887 29
Less taxes		3,179,351 50
Gross corporate income		$ 69,676,535 79
Deductions—		
Lease of other roads	$ 3,835,125 18	
Other rents	3,675,432 20	
Interest on funded debt	19,721,162 80	
Other interest	1,034,814 41	
Sinking funds	9,733 33	
Other deductions	277,143 74	28,553,411 66
Net corporate income		$ 41,123,124 13
Disposal of net corporate income—		
Dividends—Common	$ 26,907,000 00	
Dividends—Preferred	12,443,278 86	
Additions and betterments	187,913 99	
Reserves	120,000 00	
Other appropriations	44,654 40	39,702,847 25
Balance to profit and loss		$ 1,420,276 88

PUBLIC SERVICE OF RAILWAYS.

The public service of Canadian railways in 1915 was represented in the carrying of 46,322,035 passengers and 87,204,838 tons of freight.

As compared with 1914 there was a decrease of 380,245 in the number of passengers carried, and a decrease of 14,189,151 tons in the movement of freight.

It should be understood in connection with the number of passengers carried, that in 1915, for the first time, the report of the Canadian Northern Railway system includes traffic attaching to the Niagara, St. Catharines and Toronto Railway heretofore classified with electric railways. The number of passengers carried by this electric line was 4,771,004.

The history of passenger traffic since 1875 is as follows:—

Year.	Passengers carried.	Year.	Passengers carried.
1875	5,190,416	1895	13,987,580
1876	5,544,814	1896	14,810,407
1877	6,073,233	1897	16,171,338
1878	6,443,924	1898	18,444,049
1879	6,523,816	1899	19,133,365
1880	6,462,948	1900	21,500,175
1881	6,943,671	1901	18,385,722
1882	9,352,335	1902	20,679,974
1883	9,579,984	1903	22,148,742
1884	9,982,358	1904	23,640,765
1885	9,672,599	1905	25,288,723
1886	9,861,024	1906	27,989,782
1887	10,698,638	1907	32,137,319
1888	11,416,791	1908	34,044,992
1889	12,151,105	1909	32,683,309
1890	12,821,262	1910	35,894,575
1891	13,222,568	1911	37,097,718
1892	13,533,414	1912	41,124,181
1893	13,618,027	1913	46,230,765
1894	14,462,498	1914	46,702,280
		1915	46,322,035

The record of freight traffic is as follows:—

Year.	Tons of freight 2,000 lbs.	Year.	Tons. of freight, 2,000 lbs.
1875	5,670,837	1895	21,524,421
1876	6,331,757	1896	24,266,825
1877	6,859,796	1897	25,300,331
1878	7,883,472	1898	28,785,903
1879	8,348,810	1899	31,211,753
1880	9,938,858	1900	35,946,183
1881	12,065,323	1901	36,999,371
1882	13,575,787	1902	42,376,527
1883	13,266,255	1903	47,373,417
1884	13,712,269	1904	48,097,519
1885	14,659,271	1905	50,893,957
1886	15,670,460	1906	57,966,713
1887	16,356,335	1907	63,866,135
1888	17,172,759	1908	63,071,167
1889	17,928,626	1909	66,842,258
1890	20,787,469	1910	74,482,866
1891	21,753,021	1911	79,884,282
1892	22,189,923	1912	89,444,331
1893	22,003,599	1913	106,992,710
1894	20,721,116	1914	101,393,989
		1915	87,204,838

PASSENGER TRAFFIC.

The number of passengers carried 1 mile in 1915 was 2,483,708,745, as against 3,089,031,194 in 1914. Since 1907 the record in this regard has been as follows:—

1907	2,049,549,813	1911	2,605,968,924
1908	2,081,960,864	1912	2,910,251,636
1909	2,033,001,225	1913	3,265,656,080
1910	2,466,729,664	1914	3,089,031,194
		1915	2,483,708,745

The number of passengers carried 1 mile per mile of line was 69,802, as compared with 100,309 for the preceding year. This relatively large decrease of 31,007 in passenger density, or slightly over 44 per cent, is due almost wholly to the influence of an unprecedented addition to operative mileage. Following are the facts in this regard since 1907:—

1907	90,921	1910	99,742	1913	111,353
1908	90,654	1911	102,597	1914	100,309
1909	84,342	1912	108,888	1915	69,802

Per mile of line, the number of passengers carried was 1,299—a falling-off, as compared with 1914, of 217. The showing for the past nine years has been as follows:—

1907	1,431	1910	1,451	1913	1,576
1908	1,481	1911	1,560	1914	1,516
1909	1,355	1912	1,539	1915	1,299

The average receipts per passenger per mile, usually accepted as the passenger rate, were 2·021 cents. A comparison with the rates for previous years may be made from the following table:—

	cents.		cents.		cents.
1907	1·911	1910	1·866	1913	1·973
1908	1·920	1911	1·944	1914	2·007
1909	1·921	1912	1·943	1915	2·021

The sale of passenger tickets in 1915 realized a revenue of $50,173,267.29, representing a decline of $11,839,029.17 for the year. The record of aggregate receipts from ticket sales since 1907 is as follows:—

1907	$ 39,184,437	1911	$ 50,566,894
1908	39,992,503	1912	56,543,664
1909	39,073,488	1913	64,441,430
1910	46,018,880	1914	62,012,296
		1915	50,173,267

Earnings from passenger train service—including ticket sales, mails, express, baggage, etc., were $65,354,768.16, as compared with $72,564,203.20 in 1914. These earnings during the past nine years have been as follows:—

1907	$ 45,730,652	1911	$ 58,317,998
1908	46,854,158	1912	65,048,187
1909	45,282,326	1913	74,431,994
1910	52,956,219	1914	72,564,203
		1915	60,699,935

The average receipts per passenger from the sale of tickets were $1·083—a decrease of ·245, as against the figures for 1914. The average during the preceding years for which a record is available was as follows:—

1907	$1·219	1910	$1·282	1913	$1·394
1908	1·174	1911	1·360	1914	1·328
1909	1·195	1912	1·375	1915	1·083

The average number of passengers per train was 50, as against 59 in 1915. The following averages apply to the years since 1907:—

1907	56	1910	59	1913	62
1908	54	1911	60	1914	59
1909	51	1912	62	1915	50

Per passenger car, the average number of passengers was 14—the same as in 1914. For previous years the record was as follows:—

1913	11	1914	14	1915	14

The average number of passenger cars per passenger train, including mixed trains, was 3·6, as against 4·2 in 1914. The figures for three years are:—

1913.	5·6	1914	4·2	1915	3·6

The average passenger journey was 54 miles, as compared with 66 miles in 1914. In preceding years the average journey is shown in the following statement:—

1907	64	1910	69	1913	71
1908	61	1911	70	1914	66
1909.	62	1912	71	1915	54

The earnings from passenger train service per passenger train mile were $1·229, as against $1·386 in 1914.

The facts with respect to passenger train and car mileage will be found on a succeeding page.

The record of passenger service for the year shows quite clearly that fewer people travelled by rail, and that the average journey was considerably reduced. These basic facts are reflected in lowered earnings and a smaller average number of passengers per train and per car.

FREIGHT TRAFFIC.

Of freight, 87,204,838 tons were carried in 1915, which showed a decrease of 14,189,151 tons as compared with 1914.

The number of tons hauled 1 mile was 17,661,309,723—a decrease of 4,401,984,962 for the year. The showing in this relation for previous years was as follows:—

1907	11,687,711,830	1911	16,048,478,295
1908	12,961,512,519	1912	19,558,190,527
1909	13,160,567,550	1913	23,032,951,596
1910	15,712,127,701	1914	22,063,294,685
		1915	17,661,309,723

The number of tons hauled 1 mile per mile of line, demonstrating freight density, was 496,355, showing a contraction to the extent of 220,004. This large shrinkage was due to lowered traffic and the addition of unproductive new mileage. The record of freight density since 1907 is given below:—

1907	518,486	1910	635,321	1913	787,820
1908	564,378	1911	631,829	1914	716,359
1909	545,991	1912	731,776	1915	496,355

The average receipts per ton per mile, commonly regarded as the mean of all freight rates, were ·751 cent—as nearly as possible three-quarters of a cent. This was ·009 higher than the rate for 1914. The averages of other years were as follows:—

1907.	0·815	1910	0·739	1913	0·778
1908	0·723	1911	0·777	1914	0·742
1909	0·727	1912	0·757	1915	0·751

The average trainload consisted of 344 tons, as compared with 353 in 1914. Following are the facts for preceding years with respect to the number of tons per train:—

1907.	260	1910	311	1913.	342
1908	278	1911	305	1914.	353
1909	278	1912	325	1915	344

The average number of loaded cars per freight train was 18·1—a falling-off of ·3 for the year. The facts for other years are as follows:—

1907	16·92	1910	18·15	1913	18·00
1908	16·04	1911	18·03	1914	18·40
1909	16·37	1912	18·19	1915	18·06

The average number of empty cars per freight train was 7·53 as against 6·62 for the preceding year.

The average number of tons per loaded car was 18·43, as compared with 19·18 in 1914. For previous years the result was as follows:—

1907	15·37	1910	17·13	1913	19·01
1908	17·33	1911	16·91	1914	19·18
1909	16·98	1912	17·87	1915	18·43

The average haul was 202 miles, as against 217 for the preceding year.

Per mile of line, gross freight earnings were equal to $3,779.67, as against $5,382.49 in 1914.

The average revenue per ton was $1·520—a falling-off, as compared with 1914, of ·094.

Per mile of line, the freight traffic of 1915 amounted to 2,451 tons. This represented a decrease for the year of 842 tons.

Following is the record of freight tonnage per mile of line since 1875:—

1875	1,180	1896	1,492
1876	1,213	1897	1,529
1877	1,186	1898	1,706
1878	1,266	1899	1,809
1879	1,217	1900	2,036
1880	1,381	1901	2,040
1881	1,646	1902	2,264
1882	1,561	1903	2,495
1883	1,385	1904	2,475
1884	1,335	1905	2,484
1885	1,361	1906	2,715
1886	1,329	1907	2,844
1887	1,342	1908	2,746
1888	1,412	1909	2,773
1889	1,420	1910	3,012
1890	1,581	1911	3,145
1891	1,572	1912	3,346
1892	1,524	1913	3,651
1893	1,466	1914	3,293
1894	1,326	1915	2,451
1895	1,347		

Under the head of Earnings will be found further information with respect to freight business for 1915.

Following is an analysis of the commodities which constitute the freight traffic of 1907 and the three succeeding years:—

—	1907.	1908.	1909.	1910.
	Tons.	Tons.	Tons.	Tons.
Products of agriculture—				
Grain	5,776,731	5,270,935	6,837,506	7,435,573
Flour	1,402,386	1,565,008	1,758,894	1,916,934
Other mill products	654,179	835,877	1,156,071	1,037,282
Hay	803,918	643,695	861,265	1,084,966
Tobacco	10,042	23,235	26,462	40,880
Cotton	22,164	70,203	122,300	84,928
Fruit and vegetables	562,716	803,777	845,930	969,122
Other products of agriculture	289,525	183,237	354,835	321,666
Products of animals—				
Live stock	1,118,141	1,156,772	1,206,221	1,314,781
Dressed meats	400,900	455,580	554,984	546,791
Other packing-house products	463,647	444,841	436,529	277,739
Poultry, game and fish	128,432	151,100	175,081	154,820
Wool	23,472	33,318	37,236	28,814
Hides and leather	154,157	141,341	202,968	199,853
Other products of animals	180,517	89,407	194,468	242,208
Products of mines—				
Anthracite coal	1,635,628	3,735,141	4,600,514	7,498,509
Bituminous coal	11,085,060	12,320,584	11,647,728	9,166,572
Coke	547,303	845,702	1,061,829	1,384,254
Ores	2,209,860	2,953,353	3,147,487	3,636,607
Stones, sand, etc	2,083,336	2,538,333	3,096,416	4,084,968
Other products of the mines	178,985	243,054	377,087	381,112
Products of forests—				
Lumber	7,542,475	10,317,541	7,759,393	7,302,037
Other products of forests	2,687,160	2,591,685	3,835,614	5,766,903
Manufactures—				
Petroleum and other oils	270,810	390,331	464,953	500,167
Sugar	232,620	451,641	701,319	617,231
Naval stores	1,674	1,742	22,509	37,007
Iron, pig and bloom	304,136	583,948	593,950	889,881
Iron and steel rails	190,380	628,988	336,678	717,081
Castings and machinery	231,159	858,914	897,849	1,189,214
Bar and steel metal	87,958	353,802	337,866	568,901
Cement, brick and lime	1,393,792	1,421,678	1,789,994	2,254,934
Agricultural implements	223,664	281,834	306,724	434,928
Wagons, carriages, tools, etc	42,129	96,197	119,463	173,137
Wines, liquors and beers	191,576	209,912	238,808	245,626
Household goods and furniture	256,208	269,299	301,401	388,631
Other manufactures	4,448,535	1,105,433	1,682,078	1,997,541
Merchandises	2,309,084	2,008,267	2,393,285	2,518,190
Miscellaneous	5,533,426	6,935,135	6,234,372	7,073,078

Details with regard to commodities are here given for 1915 and the four preceding years:—

——	1911.	1912.	1913.	1914.	1915.
	Tons.	Tons.	Tons.	Tons.	Tons.
Products agriculture—					
Grain	7,545,516	9,741,671	10,386,282	11,473,733	9,159,793
Flour	2,124,080	2,303,607	2,374,198	2,432,673	2,514,609
Other mill products	1,166,323	1,387,624	1,310,167	1,347,491	1,486,665
Hay	1,611,621	2,130,803	1,172,022	1,182,804	1,211,835
Tobacco	51,672	68,737	65,489	49,819	38,580
Cotton	114,827	135,277	93,807	105,429	108,877
Fruit and vegetables	957,237	1,135,082	1,295,568	1,374,992	1,474,314
Other products of agriculture	238,260	398,144	499,269	403,539	391,236
Produce of animals—					
Live stock	1,437,965	1,345,182	1,226,242	1,424,528	1,387,103
Dressed meats	561,220	591,232	616,274	587,174	608,062
Other packing-house products	369,906	392,046	371,663	358,607	395,364
Poultry, game and fish	189,201	204,421	263,760	292,734	282,856
Wool	42,602	34,320	40,684	38,867	41,156
Hides and leather	211,301	227,745	205,583	183,646	211,411
Other products of animals	378,507	364,334	449,357	457,944	430,705
Products of mines—					
Anthracite oil	6,017,858	5,938,466	8,485,652	6,624,763	6,477,642
Bituminous coal	12,514,372	15,027,311	17,930,653	18,384,819	16,114,480
Coke	1,416,632	1,166,874	2,010,198	1,552,298	1,171,427
Ores	3,802,162	3,190,470	4,348,666	4,570,745	3,524,211
Stone, sand, etc	4,417,290	5,186,763	6,350,395	6,211,671	4,841,415
Other products of mines	483,922	957,915	1,104,978	915,874	998,360
Products of forests—					
Lumber	7,364,964	8,129,314	9,590,068	8,809,572	7,985,885
Other products of forests	5,873,383	6,023,407	7,019,032	7,202,525	5,990,670
Manufactures—					
Petroleum and other oils	591,651	728,643	807,062	901,324	868,214
Sugar	614,529	635,757	820,252	779,276	707,714
Naval stores	18,422	9,472	19,898	17,195	28,961
Iron, pig and bloom	887,801	1,104,177	1,394,725	1,227,528	488,216
Iron and steel rails	616,980	859,897	1,304,551	1,031,361	450,764
Castings and machinery	1,137,218	1,214,709	1,499,084	1,258,886	891,063
Bar and sheet metal	939,916	970,091	1,305,682	904,859	635,150
Cement, brick and lime	2,495,178	2,996,992	3,958,419	3,479,186	2,419,240
Agricultural implements	540,061	552,470	593,470	468,156	285,491
Wagons, carriages, tools, etc	205,106	252,638	286,069	275,060	339,749
Wines, liquors and beers	274,162	325,412	372,495	349,635	247,944
Household goods and furniture	421,529	434,242	493,629	459,990	295,496
Other manufactures	4,840,434	6,156,581	6,838,904	5,681,670	4,928,391
Merchandise	2,438,089	2,711,963	4,365,852	5,113,603	5,272,163
Miscellaneous	4,981,385	4,410,542	4,161,154	3,397,697	2,393,123

Separating the foregoing items into classes, and comparing the figures with those of preceding years, the result is as follows:—

—	1907.	1908	1909.	1910.
	Tons.	Tons.	Tons.	Tons.
Products of agriculture	9,521,661	9,396,967	11,963,263	12,891,351
Products of animals	2,469,266	2,472,359	2,807,487	2,765,006
Products of mines	18,460,172	22,636,227	23,931,061	26,152,022
Products of forest	10,229,635	12,912,226	11,595,007	13,068,940
Manufactures	7,974,641	6,655,719	7,902,592	10,014,279
Merchandise	2,309,084	2,003,067	2,393,285	2,518,190
Miscellaneous	5,533,426	6,938,135	6,234,372	7,073,078
Totals	56,497,885	63,019,900	66,827,067	74,482,866

—	1911.	1912.	1913.	1914.	1915
	Tons.	Tons.	Tons.	Tons.	Tons.
Products of agriculture	13,809,536	17,300,945	17,196,802	18,370,480	16,385,909
Products of animals	3,190,702	3,159,280	3,173,562	3,343,500	3,356,657
Products of mines	28,652,236	31,467,799	40,230,542	38,260,170	33,127,535
Products of forest	13,238,347	14,152,721	16,609,100	16,012,097	13,976,555
Manufactures	13,573,987	16,241,081	19,694,240	16,834,126	12,586,393
Merchandise	2,438,089	2,711,963	4,365,852	5,113,603	5,272,163
Miscellaneous	4,981,385	4,410,542	4,161,154	3,397,697	2,393,123
Totals	79,884,282	89,444,331	*106,992,710	a101,394,753	87,204,838

*Undistributed 1,561,457 tons. *a*Undistributed 63,176 tons. *b*Undistributed 106,503 tons.

Following is the ratio which each class bore to the total:—

—	1907.	1908.	1909.	1910.
Products of agriculture	16·85	14·91	17·91	17·31
Products of animals	4·37	3·92	4·21	3·71
Products of mines	32·68	35·92	35·81	35·11
Products of forest	18·11	20·49	17·35	17·54
Manufactures	14·11	10·56	11·82	13·44
Merchandise	4·08	3·18	3·58	3·39
Miscellaneous	9·79	11·02	9·32	9·50

—	1911.	1912.	1913.	1914.	1915
Products of agriculture	17·17	19·34	16·31	18·11	18·79
Products of animals	4·00	3·53	3·01	3·29	3·75
Products of mines	35·87	35·18	38·16	37·73	37·89
Products of forest	16·57	15·82	15·75	15·79	16·03
Manufactures	17·00	18·16	18·68	16·6	14·76
Merchandise	3·06	3·03	4·14	5·4	6·04
Miscellaneous	6·33	4·94	3·95	3·0	2·74

Details with regard to commodities carried by the railways of Canada will be found in table 12.

In table 12 will also be found the facts with respect to the origin of freight. Following is a summary of those facts for the years 1913, 1914, and 1915:—

—	1913.	1914.	1915
	Tons.	Tons.	Tons.
Originating in Canada	56,829,297	57,873,657	49,257,996
Received from Connecting roads	21,284,742	19,904,087	15,706,668
Received from U. S. roads	27,317,214	23,553,833	22,134,118
Undistributed	1,561,457	63,176	106,056
Total	106,992,710	101,394,753	87,204,838

It will be observed that the net tonnage for 1915 was 71,498,170. A connecting road is defined as being a road operating within the boundaries of Canada. Traffic received from a United States road applies to all tonnage brought into Canada by roads operating on both sides of the boundary, as well as freight delivered at the boundary to a Canadian line.

EARNINGS AND OPERATING EXPENSES.

Gross earnings for 1915 amounted to $199,843,072.13, or $43,240,456.91 less than for 1914. This decrease was equal to 17·8 per cent.

Operating expenses aggregated $147,731,099.47, which involved a decrease of $31,244,159.43, or 17·5 per cent, as compared with the preceding year.

The ratio of operating expenses to gross earnings was 73·94, as against 73·63 in 1914.

The following table gives the gross earnings and operating expenses, with the ratio borne by the latter to the former, since 1875:—

Year	Gross Earnings.	Operating expenses.	Percentage of operating expenses to earnings.
	$	$	
1875	19,470,539	15,075,532	81·1
1876	19,358,084	15,802,721	81·8
1877	18,742,053	15,290,091	81·1
1878	20,520,078	16,100,102	78·4
1879	19,925,066	16,188,282	81·2
1880	23,561,447	16,840,705	71·0
1881	27,987,508	20,121,418	71·9
1882	29,027,789	22,390,708	77·1
1883	33,244,586	24,691,667	74·3
1884	33,421,705	25,595,341	76·5
1885	32,227,469	24,015,351	74·5
1886	33,389,381	24,117,582	72·4
1887	38,841,609	27,624,683	71·1
1888	42,159,152	30,652,046	72·7
1889	42,149,615	31,038,045	73·6
1890	46,843,826	32,913,350	70·2
1891	48,192,099	34,960,449	72·5
1892	51,685,768	36,488,228	70·5
1893	52,042,396	36,616,033	70·3
1894	49,552,528	35,218,432	71·7
1895	46,785,486	32,749,668	69·9
1896	50,545,569	35,042,654	69·3
1897	52,353,276	35,168,665	67·1
1898	59,715,105	39,137,549	65·5
1899	62,243,784	40,706,217	65·3
1900	70,740,270	47,699,798	67·4
1901	72,898,749	50,368,726	69·0
1902	83,666,503	57,343,592	68·3
1903	96,064,526	67,481,523	70·2
1904	100,219,436	74,563,161	74·4
1905	106,467,198	79,977,573	75·2
1906	125,322,865	87,129,434	69·5
1907	146,738,214	103,748,672	70·7
1908	146,918,314	107,304,143	73·0
1909	145,056,336	104,600,084	72·1
1910	173,956,217	120,405,440	69·2
1911	188,733,494	131,033,785	69·4
1912	219,403,753	150,726,540	68·7
1913	256,702,703	182,011,690	70·9
1914	243,083,539	178,975,259	73·6
1915	199,843,072	147,731,099	73·9

EARNINGS.

The difference between gross earnings and operating expenses, popularly regarded as net earnings, was $52,111,972.66, as compared with $64.108,280.14 in 1914; but net earnings according to sound accounting methods will be found under the head of Income Account on a preceding page and in table 9 in the body of this report.

Gross earnings from the outside operations of Canadian railways were $20,332,305.65, as against $23,882,141.90 in 1914. Combining ordinary earnings and outside earnings, a total gross corporate revenue of $220,175,377.78 is established for the year. After deducting operating expenses, the net earnings from outside operations in 1915 were $6,273,794.26, as compared with $4,097,338.28 for the previous year. The aggregate of net earnings from these

two sources, as represented by the difference between gross receipts and operating expenses, was $58,385,766.92.

To the foregoing should be added the income of railways from other sources than ordinary and outside operations, amounting to $14,111,482.85. With this addition the final net revenue would be $72,497,249.77. This total in 1914 was $82,134,693.83.

In the calculations which follow, the influence of new mileage, joined to a year of lowered traffic, will be found to have seriously affected averages.

Gross earnings per revenue train mile, all trains, were $2·144, as compared with $2·253 in 1914. Since 1907 the showing in this regard has been as follows:

1907 ..... $1·875	1910 ..... 2·036	1913 ..... $2·263
1908 ..... 1·791	1911 ..... 2·103	1914 ..... 2·253
1909 ..... 1·816	1912 ..... 2·174	1915 ..... 2·143

Per mile of line, gross earnings in 1915 were $5,616.41—a decrease of $2,277.19 for the year. For preceding years the facts were:—

1907 ..... $6,536	1910 ..... $7,034	1913 ..... $8,751
1908 6,397	1911 7,430	1914 7,894
1909 9,018	1912 8,210	1915 5,616

Freight earnings per ton of freight were $1·520, as against $1·614 in 1914. The record since 1907 is as follows:—

1907 ..... $1·472	1910 ..... $1·560	1913 ..... $1·636
1908 ..... 1·486	1911 1,561	1914 ..... 1·614
1909 ..... 1·432	1912 ..... 1·655	1915 ..... 1·520

Earnings per passenger from ticket sales amounted to $1·083, or ·245 less than for 1914. This rather large reduction was due in considerable degree to the introduction this year, for the first time, of nearly five million passengers carried by the electric lines of the Canadian Northern Railway system. This traffic, of course, was at a low rate. For previous years the average earnings per passenger were:—

1907 ..... $1·219	1910 ..... $1·282	1913 ..... $1·394
1908 ..... 1·175	1911 ..... 1·363	1914 ..... 1·328
1909 ..... 1·195	1912 ..... 1·375	1915 ..... 1·083

Net earnings, as represented by the difference between gross receipts and operating expenses, were equal to $1,464.56 per mile of line, as compared with $2,081.77 in 1914.

Freight earnings were equal to $2·579 per freight train mile, which includes mixed train mileage. The averages for preceding years are given in the following table:—

1907 ..... $2·069	1910 ..... $2·316	1913 ..... $2·595
1908 ..... 2·008	1911 ..... 2·376	1914 ..... 2·619
1909 ..... 2·041	1912 ..... 2·494	1915 ..... 2·579

Passenger earnings per passenger train mile were $1·016. Since 1907 the averages have been as follows:—

1907 ..... $1·263	1910 ..... $1·277	1913 ..... $1·413
1908 ..... 1·228	1911 ..... 1·348	1914 ..... 1·386
1909 ..... 1·150	1912 ..... 1·390	1915 ..... 1·016

Gross earnings in 1915 came from the following sources:—

Passengers	$ 50,173,267 29
Mails	3,026,773 41
Express	6,059,384 72
Baggage, parlour cars, etc	1,440,509 40
Freight	132,543,984 37
Switching, special trains, etc	1,944,319 60
Station and train privileges	936,267 38
Telegraphs, rents, etc	3,718,565 96
Total	$ 199,843,072 13

The aggregate of receipts from transportation for the year was $195,188,238.79, as against $238,317,933.65 in 1914.

For the past six years gross earnings, and their sources, have been as follows:—

Gross Earnings.	1910.	1911.	1912.
	$ cts.	$ cts.	$ cts.
Passengers	46,018,879 56	50,566,893 98	56,543,663 60
Mails	1,799,887 80	1,869,413 89	1,914,720 39
Express	4,143,837 52	4,674,135 27	5,294,388 08
Baggage, parlour cars, etc	993,613 63	1,207,555 31	1,295,414 59
Freight	117,497,604 03	126,570,533 52	149,961,140 13
Station and train privileges	679,061 12	826,251 92	1,086,687 37
Telegraphs, rents etc	2,823,333 47	3,018,709 92	3,307,738 63
	173,956,217 13	188,733,493 81	219,403,752 79

Cross Earnings.	1913.	1914.	1915.
	$ cts.	$ cts.	$ cts.
Passengers	64,441,429 99	62,012,296 46	50,173,267 29
Mails	2,074,910 22	2,500,175 88	3,026,773 41
Express	6,376,258 98	6,444,214 02	6,059,384 72
Baggage, parlor cars, etc	1,539,394 96	1,607,516 84	1,440,509 40
Freight	177,089,372 78	165,753,730 45	132,543,984 37
Station and tr in privileges	1,566,720 97	1,044,737 28	936,267 38
Telegraphs, rents, etc	3,614,615 42	3,720,868 11	3,718,565 96
	256,702,703 32	243,083,539 04	199,843,072 13

Earnings per passenger and freight train mile since 1907 have been as follows:

Earnings.	1907.	1908.	1909.	1910.	1911.	1912.	1913.	1914.	1915.
	$	$	$	$	$	$	$	$	$
Passenger train mile	1·263	1·228	1·150	1·277	1·348	1·390	1·412	1·386	1·016
Freight train mile	2·069	2·008	2·041	2·316	2·376	2·494	2·595	2·619	2·579

Gross earnings per mile of line since 1875 are shown in the following table:—

1875	$4,053	1895	$2,928
1876	3,710	1896	3,107
1877	3,241	1897	3,163
1878	3,296	1898	3,540
1879	2,905	1899	3,608
1880	3,275	1900	4,006
1881	3,818	1901	4,019
1882	3,338	1902	4,471
1883	3,471	1903	5,059
1884	3,253	1904	5,158
1885	2,993	1905	5,197
1886	2,831	1906	5,869
1887	3,188	1907	6,536
1888	3,466	1908	6,397
1889	3,338	1909	6,018
1890	3,562	1910	7,034
1891	3,483	1911	7,430
1892	3,549	1912	8,209
1893	3,468	1913	8,760
1894	3,171	1914	7,894
		1915	5,616

Following is a comparison of the sources of gross earnings in 1914 and 1915, showing also the ratio of each item to the total:—

	1914.		1915.	
	$ cts.	Per cent.	$ cts.	Per cent.
Passenger service	72,564,203 20	29·85	60,699,934 82	30·37
Freight service	165,753,730 45	68·19	134,488,303 97	67·31
Station and train privileges, etc	1,044,737 28	·33	936,267 38	·46
Telegraph, rents and other sources	3,720,868 11	1·53	3,718,565 96	1·86
Total	243,083,539 04		199,843,072 13	

A comparison of the items comprising earnings from passenger train service during the past nine years gives the following result:—

——	1907.	1908.	1909.	1910.
	$ cts.	$ cts.	$ cts.	$ cts.
Passengers	39,184,437 64	39,992,503 11	39,073,488 84	46,018,879 56
Mails	1,626,704 64	1,670,120 90	1,723,180 97	1,799,887 80
Express	3,277,695 09	3,486,300 63	3,561,170 96	4,143,837 52
Other sources	1,641,814 92	1,705,234 33	924,485 50	993,613 63
Total	45,730,652 29	48,854,158 97	45,282,326 27	52,956,218 51

——	1911.	1912.	1913.	1914.	1915.
	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.
Passengers	50,566,893 98	56,543,663 60	64,441,429 99	62,012,296 46	50,173,267 29
Mails	1,869,413 89	1,914,720 39	2,074,910 22	2,500,175 88	3,026,773 41
Express	4,674,135 27	5,294,388 08	6,376,258 98	6,444,214 02	6,059,384 72
Other sources	1,207,555 31	1,295,414 59	1,539,394 96	1,607,516 84	1,440,509 40
Total	58,317,998 45	65,048,186 66	74,431,994 15	72,564,203 20	60,699,934 82

The item of "other sources" in the foregoing table includes excess baggage, parlour and chair car revenue, etc.

Owing to the adoption of entirely new methods of accounting in 1907, it is not practicable to carry comparisons with respect to earnings back of that year. The amounts credited to the several sources of revenue in preceding years, and the ratio they bore to the total, are shown in the following table:—

Year.	Passenger.	Per cent.	Freight	Per cent.	Mail and Express.	Per cent.	Other Sources.	Per cent.	Total.
	$		$		$		$		$
1875	6,410,934	32·92	12,073,570	62·00	693,250	3·56	292,784	1·52	19,470,539
1876	6,254,866	32·25	12,211,158	63·08	703,994	3·63	188,064	0·96	19,358,084
1877	6,458,493	34·46	11,351,264	60·40	744,741	3·97	217,554	1·16	18,742,053
1878	6,386,325	31·12	13,129,191	63·98	795,797	3·87	208,763	1·01	20,520,078
1879	6,459,598	32·41	12,509,093	62·77	789,926	3·96	166,448	0·83	19,935,066
1880	7,076,339	30·03	15,506,935	65·81	851,288	3·18	102,075	0·43	22,561,447
1881	8,223,254	29·34	18,666,982	66·69	946,159	3·37	145,332	0·51	27,987,508
1882	10,018,477	34·51	17,729,945	61·07	1,037,460	3·57	235,857	0·81	39,027,789
1883	10,583,119	31·69	21,320,208	64·13	1,108,208	3·33	261,423	0·78	33,244,586
1884	11,204,036	33·70	20,763,243	62·12	1,155,044	3·45	299,880	0·89	33,421,705
1885	10,559,796	32·76	19,962,058	61·94	1,283,307	3·98	422,306	1·31	32,227,469
1886	10,261,691	30·73	21,183,967	63·44	1,432,360	4·02	511,362	1·53	33,389,381
1887	11,867,597	30·55	24,581,047	63·28	1,575,157	4·05	771,992	1·98	38,841,609
1888	12,744,636	30·22	26,410,084	62·62	1,627,731	3·85	1,376,699	3·26	42,159,152
1889	13,242,708	31·41	26,671,049	63·27	1,681,162	3·98	554,694	1·29	42,149,615
1890	13,731,768	29·31	29,921,788	63·87	1,757,977	3·96	1,423,592	3·25	46,843,826
1891	14,286,408	29·64	30,548,645	63·38	1,904,961	3·95	1,452,083	3·01	48,192,099
1892	14,788,465	28·61	33,230,121	64·28	1,995,059	3·85	1,672,121	3·23	51,685,768
1893	15,087,299	29·12	32,935,028	63·28	2,151,769	4·13	1,868,298	3·59	52,042,396
1894	15,452,420	31·18	29,982,482	60·50	2,182,942	4·40	1,934,682	3·94	49,552,528
1895	13,311,440	28·42	29,545,490	63·15	2,198,460	4·43	1,730,096	3·68	46,785,486
1896	13,747,773	27·19	32,368,082	64·03	2,396,082	4·07	2,033,069	4·02	50,545,569
1897	13,929,346	26·48	33,522,102	62·88	2,624,573	5·01	2,278,106	4·35	52,353,276
1898	15,662,311	26·16	38,508,175	64·48	2,732,004	4·59	2,852,613	4·77	59,715,105
1899	15,929,583	25·59	40,101,036	64·42	2,842,681	4·56	3,370,483	5·41	62,243,784
1900	18,581,452	26·26	45,643,699	64·52	3,012,486	4·25	3,502,632	4·95	70,740,270
1901	19,396,302	26·60	46,665,103	64·01	3,105,457	4·25	3,731,885	5·12	72,898,749
1902	22,600,090	27·01	53,986,672	64·52	3,273,302	3·91	3,806,437	4·54	83,666,503
1903	24,862,109	25·88	63,089,448	65·67	3,596,145	3·53	4,716,823	4·91	96,064,526
1904	26,901,831	26·84	64,673,919	64·53	4,031,662	4·02	4,612,022	4·61	100,219,436
1905	28,959,649	27·20	68,203,320	64·13	3,961,769	3·07	5,342,459	5·01	106,467,198
1906	33,392,188	26·64	81,433,115	64·97	4,510,649	3·59	5,986,912	4·77	125,322,865

Details with respect to earnings are given in tables 6, 7, and 9 in the body of this report.

OPERATING EXPENSES.

For the year ended 30th June, 1915, operating expenses totalled $147,731,-099.47, as compared with $178,975,258.90 in 1914—a decrease equal to 17·5 per cent.

Operating expenses were equal to 73·94 per cent of gross earnings.

Per mile of line, operating expenses in 1915 were equal to $4,151.57, as against $5,811.83 for the preceding year. The record in this regard since 1875 is as follows:—

1875	$3,138	1895	$2,050
1876	3,028	1896	2,154
1877	2,644	1897	2,125
1878	2,586	1898	2,320
1879	2,361	1899	2,360
1880	2,341	1900	2,701
1881	2,744	1901	2,777
1882	2,575	1902	3,064
1883	2,578	1903	3,554
1884	2,492	1904	3,837
1885	2,229	1905	3,904
1886	2,045	1906	4,080
1887	2,267	1907	4,621
1888	2,520	1908	4,672
1889	2,458	1909	4,340
1890	2,503	1910	4,869
1891	2,526	1911	5,159
1892	2,505	1912	5,640
1893	2,440	1913	6,211
1894	2,254	1914	5,812
		1915	4,152

Operating expenses per train mile, all trains—or the cost of running a train 1 mile—were $1·585, as compared with $1·689 in 1914. The following table gives information with respect to both gross earnings and operating expenses per train mile for a series of years:—

	Earnings per train mile.	Expenses per train mile.
	$	$
1899	1·192	0·779
1900	1·282	0·864
1901	1·366	0·944
1902	1·501	1·028
1903	1·591	1·117
1904	1·634	1·216
1905	1·614	1·213
1906	1·723	1·198
1907	1·953	1·381
1908	1·869	1·364
1909	1·816	1·309
1910	2·036	1·409
1911	2·103	1·460
1912	2·173	1·493
1913	2·263	1·604
1914	2·253	1·659
1915	2·144	1·585

Operating expenses were distributed in 1914 and 1915 under the following heads:—

Operating expenses.	1914.		1915.	
	$ cts.	Per cent.	$ cts.	Per cent.
Way and structures	35,292,226 82	19·71	28,762,906 91	19·47
Equipment	36,375,330 87	20·32	28,156,261 08	19·06
Traffic expenses	6,546,602 45	3·65	5,853,632 65	3·96
Transportation	94,119,066 73	52·58	77,985,272 92	52·79
General expenses	6,642,032 03	3·74	6,973,025 91	4·72
Total	178,975,258 90	.....	147,731,099 47	.....

For purposes of comparison the distribution of operating expenses for the five preceding years are here given:—

Operating expenses.	1909.		1910.	
	$ cts.	Per cent.	$ cts.	Per cent.
Way and structures	21,153,274 46	20·22	27,035,603 46	22·45
Equipment	21,510,303 59	20·56	26,002,301 30	21·59
Traffic expenses	3,798,824 57	3·63	4,366,176 92	3·63
Transportation	54,284,587 41	51·89	58,923,170 74	48·94
General expenses	3,853,094 40	3·70	4,073,188 00	3·39

Operating expenses.	1911.		1912.		1913.	
	$ cts.	Per cent.	$ cts.	Per cent.	$ cts.	Per cent.
Way and structures	29,245,093 22	22·32	31,514,098 12	20·90	35,933,322 78	19·74
Equipment	26,127,638 12	19·94	29,811,510 09	19·78	37,289,718 47	20·48
Traffic expenses	4,831,744 50	3·69	5,293,699 75	3·51	6,143,200 85	3·37
Transportation	66,343,269 58	50·63	78,969,543 65	52·39	96,688,264 42	53·12
General expenses	4,487,039 53	3·42	5,137,688 26	3·42	5,957,183 81	3.29

Details with respect to operating expenses by reporting railways will be found in table 8.

The following are comparisons of gross earnings per mile of line, operating expenses per mile, and net earnings per mile, since 1907.—

——	Gross earnings per mile.	Operating expenses per mile.	Net earnings per mile.
	$ cts.	$ cts.	$ cts.
1907	6,535 64	4,620 90	1,914 73
1908	6,397 21	4,673 30	1,724 90
1909	6,017 89	4,339 53	1,678 40
1910	7,033 93	4,868 60	2,165 83
1911	7,430 45	5,158 85	2,271 64
1912	8,209 07	5,639 48	2,569 59
1913	8,750 50	6,204 38	2,548 83
1914	7,893 60	5,811 83	2,081 77
1915	5,616 41	4,151 57	1,464 56

It must be understood that the net earnings referred to in the foregoing table are merely the difference between gross earnings and operating expenses.

Following is a table showing a comparison of operating expenses for 1911, 1912, 1913, 1914 and 1915 together with the ratio which each item bore to the total:—

Operating Expenses.	1911.		1912.		1913.		1914.		1915.	
	Amount.	Percent.	Amount.	Percent.	Amount.	Percent.	Amount.	Percent.	Amount.	Percent.
	$ cts.		$ cts.		$ cts.		$ cts.		$ cts.	
Maintenance of Way and Structures—										
Superintendence	985,527 44	·75	1,091,847 56	·72	1,353,580	·74	1,483,897	·83	1,472,764	1·00
Ballast	367,613 12	·28	282,985 06	·19	686,950	·38	752,268	·42	339,041	·23
Ties	3,565,954 29	2·72	3,728,821 52	2·47	4,703,824	2·58	5,046,856	2·82	4,643,178	3·14
Rails	1,959,164 83	1·49	1,420,874 49	·94	1,971,465	1·08	1,730,117	·96	1,209,376	·82
Other track material	1,151,744 99	·88	1,192,472 45	·79	1,715,876	·94	1,310,878	·73	844,873	·57
Roadway and track	11,965,503 22	9·13	13,938,132 11	9·24	15,017,916	8·25	15,083,604	8·42	12,765,970	8·64
Removal of snow and ice	1,641,046 60	1·25	1,448,192 02	·96	1,562,284	·86	1,138,303	·64	834,350	·56
Tunnels	27,251 43	·02	13,656 68	·01	53,984	·03	30,870	·02	40,903	·03
Bridges, trestles and culverts	2,133,642 56	1·62	2,265,127 73	1·50	2,159,154	1·18	2,346,287	1·31	1,920,452	1·30
Over and under grade crossings	81,561 67	·06	69,130 78	·40	95,422	·05	59,062	·03		
Grade crossings, fences, etc	651,581 83	·50	619,956 79	·41	696,580	·38	638,852	·36	570,738	·39
Snow fences and sheds	117,479 11	·09	178,989 38	·11	266,855	·14	171,361	·10	61,362	·04
Signals and interlocking plants	174,926 25	·13	177,140 97	·11	228,826	·12	278,975	·16	241,873	·16
Telegraph and telephone lines	504,792 52	·38	554,159 03	·36	607,448	·33	513,732	·29	353,221	·24
Electric power transmission	3,860 34	·00			3,006	·00	78,252	·04	23,464	·02
Buildings, fixtures and grounds	3,090,367 46	2·36	3,684,523 98	2·44	3,731,385	2·05	3,614,315	2·02	2,575,570	1·74
Docks and wharves	170,387 62	·13	124,819 98	·08	125,654	·07	135,151	·07	133,658	·10
Roadway tools and supplies	343,654 12	·26	375,628 15	·25	522,637	·28	402,873	·22	319,324	·22
Injuries to persons	82,457 05	·06	102,076 50	·07	105,662	·05	89,365	·05	79,016	·05
Stationery and printing	60,839 28	·02	65,492 46	·04	87,643	·04	84,933	·05	55,486	·04
Other expenses	21,026 65	·02	19,982 80	·01	13,998	·00	13,656	·00	25,365	·02
Maintaining joint track, etc.—Dr	144,710 93	·11	160,087 68	·10	223,175	·12	288,621	·16	266,186	·18
Maintenance of Equipment—										
Superintendence	614,929 23	·47	648,612 28	·43	787,471	·43	933,007	·52	946,698	·64
Steam locomotives, repairs	10,643,270 84	8·12	12,017,379 67	7·97	15,520,040	8·52	13,741,075	7·67	10,814,779	7·32
Steam locomotives, renewals	688,329 54	·52	630,658 21	·42	831,421	·45	458,917	·25	285,120	·19
Electric locomotives, repairs	3,903 88	·00	6,846 88	·00	9,362	·00	13,313	·00		
Passenger train cars, repairs	3,176,119 01	2·42	3,707,031 92	2·47	4,524,274	2·48	4,479,433	2·50	3,238,110	2·19
Passenger train cars, renewals	285,139 50	·22	309,301 40	·20	462,944	·25	333,843	·19	110,931	·07
Freight train cars, repairs	7,498,527 27	5·72	8,863,819 02	5·88	10,283,689	5·64	11,504,238	6·42	9,389,352	6·36
Freight train cars, renewals	1,044,217 85	·80	1,200,598 14	·79	1,631,358	·89	1,719,781	·96	753,485	·51
Electric equipment, repairs									25,243	·02
Work equipment, repairs	824,105 05	·63	798,808 85	·53	964,523	·53	925,643	·47	657,419	·44
Work equipment, renewals	125,697 62	·09	215,937 08	·15	253,730	·14	240,635	·13	137,942	·09

Floating equipment, repairs	125,895 18	·09	85,599 67	·05	113,639	·06	163,488	·09	137,876	·09
Floating equipment, renewals			2,094 84	·00	5,400	·00	6,116	·00		
Shop machinery and tools	877,373 11	·00	1,070,366 36	·71	1,417,051	·79	1,423,835	·79	1,120,324	·76
Power plant equipment	3,908 94	·00	3,232 91	·00	8,426	·00	24,243	·01	31,428	·02
Injuries to persons	35,474 48	·03	65,791 22	·04	94,519	·05	102,432	·06	79,393	·05
Stationery and printing	78,064 46	·06	92,060 58	·06	112,752	·06	111,443	·06	81,966	·06
Other expenses	100,481 58	·08	89,250 47	·05	210,893	·11	177,232	·10	320,808	·22
Maintaining joint equipment—Dr	105 67	·00	4,127 54	·00	58·227	·03	10,647	·00		
Traffic Expenses—										
Superintendence	946,707 75	·72	1,072,922 35	·71	1,202,432	·66	1,314,755	·73	1,327,715	·90
Outside agencies	2,237,388 49	1·70	2,376,970 60	1·57	2,822,800	1·55	3,086,015	1·72	2,770,441	1·88
Advertising	821,328 74	·63	1,009,598 72	·70	1,179,610	·64	1,149,674	·64	901,571	·62
Traffic associations	100,723 48	·08	107,472 05	·07	119,111	·06	123,532	·07	110,734	·07
Fast freight line	207,842 69	·16	185,507 55	·11	189,046	·10	168,424	·09	105,976	·07
Industrial and immigration bureaus	109,000 33	·08	77,031 07	·04	102,158	·05	105,227	·06	57,891	·04
Stationery and printing	397,325 63	·30	458,175 87	·30	515,445	·28	588,780	·33	571,724	·39
Other expenses	11,427 60	·01	6,021 54	·00	12,549	·00	10,195	·00	7,580	·00
Transportation Expenses—										
Superintendence	1,484,480 47	1·13	1,664,102 69	1·10	2,171,316	1·19	2,432,769	1·36	2,324,439	1·57
Despatching trains	879,512 46	·67	989,010 82	·65	1,260,662	·69	1,324,362	·74	1,203,714	·81
Station employees	9,539,510 35	7·28	10,949,743 16	7·26	13,900,412	7·63	13,956,211	7·79	12,197,515	8·26
Weighing and car service association	46,117 02	·03	55,836 65	·03	72,212	·03	80,063	·04	68,088	·05
Coal and ore docks	40,795 60	·03	5,278 84	·00	10,323	·00	9,431	·00	28,090	·02
Station supplies and expenses	892,376 56	·74	1,132,947 80	·75	1,396,324	·76	1,453,298	·81	1,209,686	·82
Yardmasters and their clerks	499,570 69	·37	577,624 19	·37	864,259	·47	916,356	·51	836,982	·57
Yard conductors and brakemen	2,630,566 87	2·01	3,331,536 42	2·21	4,233,511	2·32	3,739,429	2·09	3,061,466	2·07
Yard, switch and signal tenders	212,336 65	·04	247,410 79	·17	278,242	·15	291,179	·16	298,826	·20
Yard, supplies and expenses	60,331 26	·04	94,521 95	·06	101,588	·05	98,407	·05	101,732	·07
Yard enginemen	1,664,889 64	1·27	2,088,282 16	1·38	2,662,307	1·46	2,364,531	1·32	1,904,908	1·29
Engine-house expenses—yard	479,790 74	·36	590,541 03	·38	775,829	·42	703,108	·39	623,644	·42
Fuel for yard locomotives	2,034,664 63	1·55	2,588,822 97	1·71	3,336,910	1·83	3,091,513	1·72	2,416,345	1·64
Water for yard locomotives	100,992 61	·03	120,426 90	·08	150,666	·08	156,374	·09	135,790	·09
Lubricants for yard locomotives	35,173 51	·08	38,920 16	·02	49,739	·02	43,681	·02	35,030	·02
Other supplies for yard locomotives	44,979 76	·03	54,854 87	·03	71,922	·04	63,670	·04	44,300	·03
Operating joint yards, etc.—Dr	522,751 38	·40	561,164 50	·36	1,048,545	·57	1,040,285	·58	172,350	·12
Motormen	10,685 97	·00	1,634 69	·00	5,257	·00	31,970	·02	44,727	·03
Road enginemen	7,749,405 13	6·06	9,197,792 77	6·10	11,157,678	6·13	10,467,319	5·84	8,535,067	5·78
Engine-house expenses—road	2,393,116 79	1·82	2,830,518 62	1·87	3,463,129	1·90	3,448,704	1·92	2,859,098	1·94
Fuel for road locomotives	18,147,438 22	13·84	21,591,999 64	14·32	25,089,445	13·78	23,619,245	13·18	18,472,710	12·51
Water for road locomotives	859,072 53	·65	1,042,137 09	·70	1,243,782	·68	1,311,156	·73	1,205,140	·82
Lubricants for road locomotives	306,940 63	·23	351,407 64	·23	420,412	·23	371,445	·21	297,635	·20
Other supplies	354,875 66	·50	388,381 63	·26	502,845	·27	435,764	·24	247,711	·17
Operating power plant	3,665 77	·00			2,433	·00	64,260	·04	32,897	·02
Purchased power	15,003 18	·01			4,781	·00	18,081	·01	70,423	·05
Road trainmen	8,306,084 59	6·34	9,994,675 15	6·63	11,821,933	6·50	11,057,453	6·17	9,336,051	6·32
Train supplies and expenses	2,688,435 63	2·05	3,246,648 32	2·15	3,958,532	2·17	4,093,608	2·28	3,395,443	2·30
Interlocks, block and other signals	196,894 92	·15	202,218 86	·14	259,938	·14	310,192	·17	365,822	·25
Crossing flagmen and gatemen	146,160 69	·11	160,959 35	·10	191,884	·10	218,093	·12	217,713	·15
Drawbridge operation	101,717 47	·08	49,469 52	·03	59,633	·03	60,991	·03	67,281	·05
Clearing wrecks	340,088 87	·26	513,957 11	·36	670,677	·37	480,174	·27	237,005	·16

Operating Expenses.	1911.		1912.		1913.		1914.		1915.	
	Amount.	Percent.	Amount.	Percent.	Amount.	Percent.	Amount.	Percent.	Amount.	Percent.
	$ cts		$ cts.		$		$		$	
Transportation Expenses—*Con.*										
Telegraph and telephone—operation	249,331 33	·19	291,858 47	·19	366,710	·20	385,371	·21	305,641	·21
Operating floating equipment	289,605 15	·22	249,569 38	·17	282,348	·15	495,152	·28	377,389	·25
Express service	7,374 77	·00	7,597 55	·00	66,635	·03	86,623	·04	97,360	·07
Stationery and printing	620,273 92	·47	708,465 09	·47	867,222	·47	887,746	·50	698,439	·47
Other expenses	334,214 49	·26	372,159 75	·25	408,497	·22	383,084	·21	321,729	·22
Loss and damage—freight	1,073,407 20	·82	1,424,702 68	·95	2,102,597	1·15	2,700,966	1·51	2,115,091	1·43
Loss and damage—baggage	18,802 07	·01	20,410 21	·01	29,103	·01	26,873	·02	11,547	·01
Damage to property	197,677 02	·15	528,670 31	·37	265,922	·14	359,378	·22	189,314	·13
Damage to stock on right of way	68,048 50	·04	76,755 46	·05	86,693	·04	106,015	·06	92,872	·06
Injuries to persons	559,058 38	·03	554,323 50	·37	879,067	·48	840,162	·52	626,441	·42
Operating joint tracks—Dr	46,149 91	·42	72,205 27	·04	96,255	·05	94,575	·05	101,820	·07
General Expenses—										
Salaries and expenses of general offices	808,131 25	·63	1,011,334 22	·69	963,085	·53	994,148	·55	977,613	·66
Salaries and expenses of clerks, etc	1,322,385 75	1·00	1,512,453 07	1·00	1,780,558	·97	2,028,394	1·13	2,168,511	1·47
General office supplies and expenses	227,932 86	·17	266,635 75	·17	366,627	·15	433,382	·24	382,767	·26
Law expenses	585,862 84	·45	601,957 19	·38	693,215	·37	704,485	·39	626,187	·42
Insurance	726,168 79	·55	831,127 09	·55	1,013,385	·55	1,251,482	·70	1,227,936	·83
Relief department expenses	28,504 34	·02	30,261 38	·02	28,841	·01	26,898	·02	26,065	·02
Pensions	186,323 02	·14	194,858 13	·11	204,916	·11	219,288	·12	223,723	·15
Stationery and printing	191,210 03	·15	198,698 78	·11	253,795	·14	291,538	·16	263,245	·18
Other expenses	398,981 16	·30	478,766 18	·32	655,484	·36	649,073	·36	1,006,393	·68
General administration joint tracks, etc.—Dr	11,539 49	·00	11,596 47	·01	24,280	·01	43,345	·20	70,585	·05

Since special significance attaches to the maintenance of way and structures and to the upkeep of equipment, the following facts are given:—

Year.	Maintenance of way. Amount.	Mileage.	Amount per Mile of Line	Year.	Maintenance of Equipment. Amount.	Mileage.	Amount per Mile of Line.
	$ cts.		$ cts.		$ cts.		$ cts.
1907	20,887,091 66	22,452	930 30	1907	21,666,373 08	22,452	965 01
1908	20,778,609 78	22,966	904 76	1908	20,273,625 95	22,966	882 77
1909	21,153,274 46	24,104	877 58	1909	21,510,303 59	24,104	892 40
1910	27,035,603 46	24,731	1,093 19	1910	26,002,301 30	24,731	1,051 41
1911	29,245,093 22	25,400	1,151 38	1911	26,127,638 12	25,400	1,028 65
1912	31,514,098 12	26,727	1,179 11	1912	29,811,510 09	26,727	1,115 41
1913	35,933,322 78	29,336	1,224 92	1913	37,289,718 47	29,336	1,271 13
1914	35,292,226 82	30,795	1,146 04	1914	36,375,330 87	30,795	1,181 21
1915	28,762,906 91	35,582	808 35	1915	28,156,261 08	35,582	791 32

EQUIPMENT.

The returns showed the situation with respect to equipment on June 30, 1915, to be as follows:—

	Number.	Increase.
Locomotives	5,486	29
Cars in passenger service	6,326	324
Cars in freight service	201,690	2,500
Cars in Companies' service	17,026	673

The decline in cars in freight service has occurred after a very large addition during the past four years. It is obvious that railway companies took advantage of the falling off in traffic since 1913 to put many old cars out of commission.

Locomotives were assigned to the following services in 1915 and eight preceding years:—

Locomotives.	1907.	1908.	1909.	1910.	1911.	1912.	1913.	1914.	1915.
Passenger	964	1,122	1,056	1,090	1,215	1,192	1,474	1,783	1,840
Freight	2,206	2,392	2,539	2,601	2,659	2,787	3,011	3,028	2,912
Switching	334	358	384	388	435	505	634	636	734

The whole situation with respect to equipment, omitting companies' cars, during the past nine years is shown in the following summary of numbers:—

Locomotives and Cars.	1907.	1908.	1909.	1910.	1911.	1912.	1913.	1914.	1915.
Locomotives	3,504	3,872	3,969	4,079	4,219	4,484	5,119	5,447	5,486
Freight cars	107,407	115,709	117,779	119,713	127,158	140,918	182,221	204,190	201,690
Passengers cars	3,642	4,026	4,192	4,320	4,513	4,946	5,696	6,002	6,326

Cars in passenger service have been classified, since 1907, as follows:—

Cars in Passenger Service.	1907.	1908.	1909.	1910.	1911.	1912.	1913.	1914.	1915.
First class	1,300	1,493	1,560	1,564	1,601	1,788	2,058	2,167	2,213
Second class	472	487	471	512	517	550	627	627	632
Combination	405	422	429	435	434	453	492	491	486
Emigrant	272	303	317	318	357	389	437	466	509
Dining	105	114	127	123	137	159	176	204	215
Parlour	63	63	60	69	80	89	117	130	138
Sleeping	212	236	261	283	306	353	440	500	538
Baggage, express and postal	782	873	926	979	1,045	1,132	1,275	1,378	1,457
Other	31	35	41	37	36	33	74	39	138
Totals	3,642	4,026	4,192	4,320	4,513	4,946	5,696	6,002	6,326

Cars in freight service have been divided by classes, since 1907, as follows:—

Cars in Freight Service	1907.	1908.	1909.	1910.	1911.	1912.	1913.	1914.	1915.
Box	68,149	72,863	74,477	75,983	79,412	89,982	128,511	146,607	145,307
Flat	20,477	21,759	21,188	20,769	21,069	22,000	25,117	26,151	25,290
Stock	4,817	5,047	5,518	5,528	5,809	6,322	6,745	7,589	7,553
Coal	10,358	11,616	11,721	12,680	13,768	14,715	14,746	15,955	15,703
Tank	132	197	197	195	277	390	479	496	560
Refrigerator	1,917	2,423	2,466	2,539	2,807	3,082	3,911	4,716	4,713
Other	1,557	1,804	2,212	2,019	4,016	4,427	2,712	2,676	2,556
Totals	107,407	115,709	117,779	119,713	127,158	140,918	182,221	204,190	201,690

Cars classified as being in company's service in 1915 were divided as follows: Officers' and pay, 438; gravel, 4,799; derrick, 204; caboose, 3,059; other road cars, 8,526. The total was 17,026.

Of all classes, there were 225,034 cars in the service of railways on June 30, 1915.

There were 3,814 leased cars on Canadian railways.

The following comparison of the capacity of cars in freight service since 1907 will be found to be instructive.—

	1907.		1908.		1909.	
	No.	Capacity in tons.	No.	Capacity in tons.	No.	Capacity in tons.
Box	66,934	1,848,980	72,862	2,048,227	74,479	2,130,145
Flat	20,118	535,167	21,781	592,496	21,220	584,455
Stock	4,731	122,550	5,047	133,578	5,561	150,800
Coal	10,060	291,638	11,616	362,233	11,721	379,981
Tank	132	2,632	197	4,000	197	4,012
Refrigerator	1,745	48,745	2,423	69,000	2,465	71,085
Other	1,820	59,200	1,941	67,410	2,273	64,835
Totals	105,540	2,908,903	115,867	3,277,394	117,916	3,385,313

	1910.		1911.		1912.	
	No.	Capacity in tons.	No	Capacity in tons.	No.	Capacity in tons.
Box	75,983	2,211,963	79,412	2,343,920	89,982	2,741,350
Flat	20,769	576,198	21,069	600,970	22,000	648,010
Stock	5,528	151,565	5,809	161,65	6,322	178,070
Coal	12,680	438,178	13,768	508,215	14,715	561,175
Tank	195	3,962	277	7,490	390	12,720
Refrigerator	2,539	73,520	2,807	81,815	3,082	90,410
Other	2,019	58,720	4,016	102,105	4,427	130,540
Totals	119,713	3,514,106	127,158	3,806,280	140,918	4,362,275

	1913.		1914.		1915.	
	No.	Capacity in tons.	No.	Capacity in tons.	No.	Capacity in tons.
Box	128,511	4,096,480	146,607	4,846,425	145,307	4,825 543
Flat	25,117	763,665	26,151	814,440	25,315	798,671
Stock	6,475	193,975	7,589	221,965	7,638	226,190
Coal	14,746	567,210	15,955	630,435	15,703	611,020
Tank	479	15,785	496	15,625	463	14,604
Refrigerator	3,911	115,455	4,716	139,190	4,713	139,350
Other	2,712	104,315	2,676	104,830	2,551	99,677
Totals	182,221	5,856,885	204,190	6,772,910	201,690	6,731,265

The average capacity of freight cars in 1915 was 33·4 tons, as compared with 33·2 in 1914. In 1907 it was 27·6. This comparison reflects the steady advance in weight and capacity of freight carrying units.

In the study of freight units since 1907 the following statement of facts will be helpful:—

Class.	Capacity Pounds.	1908.	1909.	1910.	1911.	1912.	1913.	1914.	1915.
I	10,000	771	859	393	273	77	74	.....	1
II	20,000	1,995	1,147	1,245	1,115	742	622	457	445
III	30,000	3,227	4,143	2,412	3,332	3,277	2,068	3,118	2,916
IV	40,000	25,855	22,320	20,858	18,899	14,695	13,617	9,781	8,036
V	50,000	1,135	878	1,029	673	3,237	835	827	600
VI	60,000	69,416	73,737	76,610	82,555	89,512	114,528	117,984	116,541
VII	70,000	230	220	217	166	292	264	281	328
VIII	80,000	9,790	10,837	11,927	14,075	21,951	42,967	63,133	64,191
IX	90,000	.....	60	.....	.....	.....	.....	.....	.....
X	100,000	3,448	3,715	4,992	6,070	7,135	7,246	8,603	8,622
XI	110,000	.....	.....	.....	.....	.....	.....	.....	.....
XII	120,000	.....	.....	.....	.....	.....	.....	.....	.....
All over	120,000	.....	.....	.....	.....	.....	.....	.....	10
Total	.....	115,867	117,916	119,713	127,158	140,918	182,221	204,190	201,690

Locomotives and cars per 1,000 miles of line are shown in the following table:—

Rolling Stock.	Per 1,000 miles of line.								
	1907.	1908.	1909.	1910.	1911.	1912.	1913.	1914.	1915.
Locomotives	156	169	165	165	166	168	175	176	154
Freight cars	4,783	5,039	4,887	4,840	5,006	5,273	6,211	6,636	5,669
Passenger	162	175	174	174	177	185	194	195	178

The falling-off in 1915 is due to two facts: First, a large increase in operative mileage; and second, an actual reduction in the number of cars, so far as freight service was concerned.

Practically all the cars in passenger and freight service in 1915 were fitted with automatic couplers and train brake.

The equipment reported by the various railways will be found in detail in table No. 13 and table No. 14.

TRAIN, CAR AND LOCOMOTIVE MILEAGE.

Revenue train mileage in 1915 had a total of 93,218,479, as compared with 107,895,272 in 1914.

Non-revenue train mileage was 1,955,104, as against 4,911,928 for the perceding year.

The following table relating to revenue train mileage will show the facts in comparative form for 1907 and succeeding years:—

——	1907.	1908.	1909.	1910.
Passenger trains	30,220,461	31,950,349	32,295,730	35,022,541
Freight trains	38,923,890	40,476,370	40,304,906	43,742,668
Mixed trains	3,971,414	6,201,807	7,061,580	6,441,440
Special trains	.....	.....	.....	202,592
Total	75,115,765	78,637,526	79,662,216	85,409,241

——	1911.	1912.	1913.	1914.	1915.
Passenger trains	36,985,911	40,440,393	45,652,365	45,219,048	41,648,243
Freight trains	46,220,813	53,652,141	60,275,896	55,343,193	43,661,573
Mixed trains	6,277,468	6,473,882	7,044,194	7,126,841	7,736,391
Special trains	232,341	363,855	464,753	206,190	172,272
Total	75,716,533	100,930,271	113,437,208	107,895,272	93,218,479

The ratio which each class of train mileage in the above table bore to the total train mileage in each year since 1907 was as follows:—

—	1907.	1908.	1909.	1910.	1911.	1912.	1913.	1914.	1915.
Passenger trains	40·23	40·23	40·54	40·00	41·22	40·06	40·24	41·91	44·68
Freight trains	51·81	51·47	50·47	51·21	51·52	53·15	53·14	51·21	46·84
Mixed trains	7·90	7·90	8·87	7·54	6·98	6·41	6·21	6·60	8·30
Special trains	.....	.....	.....	0·25	0·27	0·38	0·41	0·28	0·18

Following is the record of train mileage since 1875:—

Year.	Passenger Trains.	Freight Trains.	Mixed Trains.	Special Trains.	Total Train Mileage.	Engine Mileage.
1875	5,206,353	10,910,181	1,563,644	.....	17,680,178	19,633,026
1876	5,837,461	9,616,148	2,650,019	.....	18,103,628	21,011,052
1877	6,271,980	11,403,517	1,775,316	.....	19,450,813	22,231,840
1878	6,225,327	9,981,786	3,462,334	.....	19,669,447	24,091,600
1879	6,987,919	6,510,636	7,068,450	.....	20,731,689	24,735,862
1880	7,312,168	10,775,380	4,157,292	.....	22,427,449	26,575,969
1881	8,298,957	15,163,634	2,099,487	.....	27,301,306	34,265,003
1882	9,833,095	15,638,013	2,375,393	.....	27,846,411	33,374,847
1883	9,651,427	16,123,387	10,951,424	.....	36,726,238	47,688,528
1884	9,315,694	15,710,630	4,254,595	.....	29,280,919	37,390,874
1885	9,511,455	16,382,553	4,729,681	.....	30,623,689	38,749,239
1886	9,214,131	15,914,127	5,182,557	.....	30,481,086	37,359,494
1887	10,838,993	17,997,819	4,539,900	.....	33,638,748	43,276,468
1888	11,859,684	20,651,834	4,763,318	.....	37,391,206	46,489,229
1889	12,900,483	20,739,391	5,179,506	.....	38,819,380	47,708,138
1890	14,362,879	22,428,249	5,058,210	.....	41,849,329	49,512,530
1891	14,987,647	23,592,370	4,819,161	.....	43,399,178	56,950,343
1892	15,237,093	24,399,014	4,812,361	.....	44,448,468	56,994,253
1893	15,859,978	23,220,761	5,305,214	.....	44,385,953	57,587,382
1894	16,542,860	21,423,496	5,803,673	.....	43,770,029	57,401,514
1895	15,332,276	19,939,699	5,389,915	.....	40,661,890	51,339,885
1896	15,846,645	23,299,776	5,354,181	.....	44,500,602	55,786,960
1897	17,237,974	23,595,000	4,947,877	.....	45,780,851	54,729,490
1898	19,305,603	26,868,366	5,519,424	.....	50,688,283	60,103,944
1899	20,093,379	26,922,348	5,199,481	.....	52,215,207	64,582,807
1900	20,922,098	24,662,906	9,592,867	.....	55,177,871	67,712,252
1901	19,115,472	23,888,302	10,345,620	.....	53,349,394	68,621,424
1902	21,104,036	24,891,813	9,734,007	.....	55,729,856	70,275,615
1903	22,095,705	28,840,434	9,446,781	.....	60,382,920	77,178,493
1904	23,502,876	28,278,310	9,530,816	.....	61,312,002	80,508,064
1905	25,428,018	34,372,998	6,133,098	.....	65,934,114	84,335,732
1906	28,071,648	39,045,168	5,606,666	.....	72,723,482	94,180,788
1907	30,220,461	38,923,890	5,971,414	.....	75,115,765	100,154,966
1908	31,950,349	40,476,370	6,210,807	.....	78,637,526	100,622,241
1909	32,295,730	40,304,906	7,061,580	.....	79,662,216	97,865,325
1910	35,022,541	43,742,668	6,441,440	202,592	85,409,241	106,019,475
1911	36,985,911	46,220,813	6,277,468	232,341	89,716,533	111,975,176
1912	40,440,393	53,652,141	6,473,882	363,855	100,930,271	127,401,480
1913	45,652,365	60,275,896	7,044,194	464,753	113,437,208	145,119,721
1914	45,219,048	55,343,193	7,126,841	206,190	107,895,272	137,128,756
1915	41,648,243	43,661,573	7,736,391	172,272	93,218,479	116,354,044

The relationship of train mileage to traffic and earnings therefrom, is shown in the following table:—

Year.	Freight Earnings.	Freight Train Mileage.	Number of Tons Carried.	Earnings per Freight Train Mile.	Average Earnings per ton Carried.
	$	Mileage.	Tons.	$ cts.	$ cts.
1875	12,073,570	12,473,825	5,670,837	·988	2·129
1876	12,211,158	12,266,167	6,331,757	·995	1·928
1877	11,321,264	13,178,833	6,859,796	·859	1·650
1878	13,129,191	13,444,120	7,883,472	·977	1·665
1879	12,509,093	13,579,086	8,348,810	·921	1·498
1880	15,506,935	14,932,672	9,938,858	1·038	1·560
1881	18,666,982	17,263,121	12,065,323	1·081	1·547
1882	17,729,945	18,013,406	13,575,787	·984	1·305
1883	21,320,208	27,074,761	13,266,255	·787	1·607
1884	20,763,243	19,965,225	13,712,269	1·039	1·514
1885	19,962,058	21,112,234	14,659,271	·946	1·371
1886	21,183,967	21,096,684	15,670,460	1·004	1·351
1887	24,581,047	22,537,719	16,365,335	1·091	1·502
1888	26,410,084	24,415,152	17,172,759	1·039	1·537
1889	26,671,049	25,918,897	17,928,626	1·029	1·487
1890	29,921,788	27,486,459	20,787,469	1·089	1·439
1891	30,584,645	28,411,531	21,753,021	1·075	1·404
1892	33,230,121	29,211,375	22,289,923	1·138	1·502
1893	32,935,028	28,525,975	22,033,599	1·155	1·496
1894	29,982,482	27,227,169	20,721,116	1·101	1·446
1895	29,545,490	25,329,614	21,524,421	1·166	1·372
1896	32,368,082	28,653,957	24,266,825	1·130	1·333
1897	33,522,102	28,542,877	25,300,331	1·174	1·324
1898	38,508,175	31,382,790	28,785,903	1·227	1·340
1899	40,101,036	32,121,829	31,211,753	1·248	1·284
1900	45,643,699	34,255,773	35,946,371	1·332	1·269
1901	46,665,103	33,233,922	36,999,922	1·363	1·261
1902	53,986,672	34,625,820	42,376,527	1·559	1·273
1903	63,089,448	38,287,215	47,373,417	1·648	1·331
1904	64,673,919	30,809,126	48,097,519	1·711	1·344
1905	68,203,320	40,506,096	50,893,957	1·684	1·340
1906	81,433,115	44,651,834	57,966,713	1·824	1·405
1907	94,995,087	44,895,304	63,866,135	2·116	1·472
1908	93,746,655	46,687,177	63,071,167	2·008	1·486
1909	95,714,783	47,366,436	66,842,258	2·041	1·432
1910	116,229,894	50,184,108	74,482,866	2·316	1·560
1911	126,743,015	52,498,281	79,884,282	2·376	1·561
1912	148,030,890	60,126,023	89,444,331	2·455	1·655
1913	174,684,640	67,320,090	106,992,710	2·595	1·636
1914	163,663,744	62,470,034	101,393,989	2·610	1·614
1915	134,488,304	51,397,964	87,204,838	2·579	1·520

For the purposes of the foregoing calculations the mileage of freight trains includes the mileage of mixed trains.

The record of car mileage since the facts were first available is as follows:—

Freight Car Mileage.	1908.	1909.	1910.	1911.
Loaded freight cars	748,924,820	775,543,414	910,858,711	946,946,917
Empty freight cars	284,944,529	281,175,615	280,255,329	311,984,866
Caboose cars	.....	37,644,038	45,367,459	47,834,318
Total	1,033,869,349	1,094,363,067	1,236,481,409	1,306,766.101

Freight Car Mileage.	1912.	1913.	1914.	1915
Loaded freight cars	1,102,719,543	1,211,708,492	1,147,533,071	958,425,805
Empty freight cars	310,974,528	381,048,160	413,463,359	387,179,212
Caboose cars	55,692,091	63,653,643	57,553,172	45,669,172
Total	1,469,386,162	1,656,410,295	1,618,549,602	1,391,274,189

Passenger Car Mileage.	1913.	1914.	1915.
Passenger cars	153,301,893	107,136,731	126,421,006
Sleeping, parlor, etc.	52,738,619	41,972,096	53,632,104
Other cars	92,977,602	72,719,818	86,630,228
Total	299,018,114	221,828,645	266,683,338

Tables 10 and 11 will afford information in detail with respect to train mileage.

The introduction of electric car mileage in 1915, for the first time, accounts for the above increase.

Following is a comparison of locomotive mileage covering the past eight years:—

Class of locomotive.	1907.	1908.	1909.	1910.
	Miles.	Miles	Miles.	Miles.
Freight	43,824,909	42,291,082	43,280,549	47,239,088
Passenger	29,110,158	30,504,171	32,282,534	34,758,088
Mixed	7,492,278	7,410,971	7,237,422	8,211,350
Switching	14,816,272	15,941,179	14,832,834	15,581,077
Special	4,911,249	5,474,838	231,986	229,872
Total	100,154,966	100,622,241	97,865,325	106,019,475

Class of locomotive.	1911.	1912.	1913.	1914.	1915.
	Miles.	Miles.	Miles.	Miles.	Miles.
Freight	49,354,983	57,143,590	64,541,731	58,675,214	47,731,635
Passenger	36,946,876	40,944,058	45,926,357	45,069,967	41,006,923
Mixed	8,256,424	7,742,514	8,891,330	10,276,245	7,561,213
Switching	17,300,773	21,159,394	25,456,533	22,937,611	19,897,242
Special	116,120	411,924	213,770	169,719	157,031
Total	111,975,176	127,401,480	145,119,721	137,128,756	116,354,044

FUEL CONSUMED BY LOCOMOTIVES.

Locomotives consumed 6,903,418 tons of fuel in 1915, as against 8,547,675 tons in 1914.

The cost of fuel for locomotives was $20,889,055, or $5,821,703 less than for the preceding year.

The cost of the fuel was $3·02 per ton, as compared with $3·12 per ton in 1914.

The following table shows the volume of fuel consumed since 1907 by the various classes of locomotives:—

Class of Locomotive.	1907.	1908.	1909.	1910.
	Tons.	Tons.	Tons.	Tons.
Freight	3,194,510	3,318,283	3,833,010	3,597,541
Passenger	1,331,178	1,446,919	1,834,700	1,636,454
Mixed	303,549	350,921	410,800	388,693
Switching	557,576	598,092	743,977	620,303
Construction and special	223,141	256,576	9,621	9,063
Total	5,608,954	5,970,791	6,832,108	6,252,054

Class of Locomotive.	1911.	1912.	1913.	1914.	1915.
	Tons.	Tons.	Tons.	Tons.	Tons.
Freight	3,844,042	4,480,728	5,361,839	4,820,646	3,642,056
Passenger	1,813,809	1,983,238	2,249,320	2,161,144	1,989,004
Mixed	421,277	407,970	502,631	559,115	378,574
Switching	716,276	890,650	1,138,531	999,457	854,651
Construction and special	5,209	21,150	11,663	7,313	39,133
Total	6,800,648	7,783,736	9,263,984	8,547,675	6,903,418

The volume of fuel consumed, and the cost thereof, have been as follows since 1907:—

Year.	Tons.	Cost.
		$
1907	5,608,954	15,137,504
1908	5,970,791	17,718,468
1909	6,832,108	17,544,449
1910	6,252,054	18,570,393
1911	6,800,648	20,182,193
1912	7,783,736	24,160,893
1913	9,263,984	28,426,355
1914	8,547,675	26,719,758
1915	6,903,418	20,889,055

The cost of the fuel in 1915 was made up as follows: Road locomotives, $18,472,710; yard locomotives, $2,416,345.

Following were the quantities and classes of fuel consumed by locomotives in 1915:—

Class of Locomotive.	Coal.		Wood.		Other Fuel.		Total.	Miles Run.
	Anthracite.	Bituminous.	Hard.	Soft.	Oil.	Charcoal		
	Tons.	Tons.	Cords.	Cords.	Gallons.	Bushels.	Tons.	
Freight	1,933	3,520,283	24	17,845	18,473,952	44,829	3,642,056	47,731,635
Passenger	594	1,920,425	12	9,153	11,225,089	42,790	1,989,004	41,006,923
Mixed	317	371,086	47	3,874	837,597	4,638	378,574	7,561,213
Switching	847	833,014	6	4,491	3,081,225	15,628	854,651	19,897,242
Special	.....	29,037	.....	32	12,842	53	39,133	157,031
Total	3,691	6,673,845	89	35,395	32,630,705	107,938	6,903,418	116,354,044

The striking feature in the foregoing table is the large consumption of oil by locomotives. This class of fuel has only recently come into use by Canadian railways.

The weight of fuel consumed by each class of locomotive in 1915 and eight preceding years is shown in the following table:—

Class of Locomotive.	Fuel Consumed per 100 Miles.								
	1907.	1908.	1909.	1910.	1911.	1912.	1913.	1914.	1915.
	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.
Freight	7·29	7·84	8·85	7·62	7·78	7·84	8·31	8·22	7·63
Passenger	4·57	4·74	5·68	4·71	4·91	4·84	4·89	4·79	4·85
Mixed	4·05	4·73	5·67	4·73	5·10	5·27	5·59	5·44	5·01
Switching	3·76	4·00	5·01	3·98	4·14	4·26	4·47	4·36	4·29
Construction or special	4·54	4·69	4·14	3·94	4·48	5·13	5·46	4·31	2·49

The cost of fuel per 100 miles is shown in the following comparative statement:—

Class of Locomotive.	Cost of Fuel per 100 Miles.								
	1907.	1908.	1909.	1910.	1911.	1912.	1913.	1914.	1915.
	$	$	$	$	$	$	$	$	
Freight	19·61	23·20	22·65	22·48	22·17	24·46	25·51	25·64	23·04
Passenger	12·29	14·03	14·54	13·89	14·28	15·10	15·01	14·96	14·64
Mixed	10·89	14·00	14·51	13·95	14·84	16·44	17·16	16·97	15·13
Switching	10·11	11·84	12·82	11·74	12·04	13·38	13·72	13·60	12·95
Construction or special	12·21	13·88	10·59	11·62	13·03	16·00	16·76	13·45	7·51

ACCIDENTS.

There were 360 persons killed and 1,578 injured through the movement of trains in 1915. In addition, 19 persons were killed and 1,583 injured from causes other than the movement of trains. The total would therefore be 385 killed and 3,161 injured.

The facts for 1915 are summarized in the following tabular statement:—

	Movement of trains.		Non-movement of trains.	
	Killed.	Injured.	Killed.	Injured.
Passengers	17	304	.....	26
Employees	102	946	13	1,523
Trespassers	168	147	.....	.....
Non-trespassers	73	167	.....	.....
Postal clerks and others	.....	14	6	34
Total	360	1,578	19	1,583

One passenger in every 2,724,825 was killed, and one in every 140,369 was injured. In only two preceding years, 1898 and 1900, was the proportion of killed lower.

Following is a comparative table of the number of accidents which resulted from the movement of trains during the past nine years:—

	Killed.								
	1907.	1908.	1909.	1910.	1911.	1912.	1913.	1914.	1915.
Passenger	70	28	36	60	28	47	38	25	17
Employees	249	224	182	214	202	215	298	200	102
Trespassers	195	156	190	175	185	235	309	289	168
Non-trespassers	70	22	67	74	48	48	63	48	73
Postal clerks, etc.	3	16	.....	1	2	.....	2	3	.....
Other persons	11	3	3	.....	.....	.....	.....	.....	.....
Total	598	449	478	524	465	554	710	565	360

	Injured.								
	1907.	1908.	1909.	1910.	1911.	1912.	1913.	1914.	1915.
Passenger	352	345	281	270	288	458	650	402	304
Employees	1,126	1,793	897	926	1,314	1,606	1,834	1,475	946
Trespassers	125	120	95	148	154	193	284	279	147
Non-trespassers	88	59	89	77	135	120	171	114	167
Postal clerks, etc.	7	3	25	20	15	.....	27	17	14
Other persons	454	27	17	.....	.....	33	.....	.....	.....
Total	2,152	2,347	1,404	1,441	1,906	2,437	2,966	2,287	1,578

With respect to the causes of accidents to passengers, the following table gives the facts for 1915 and the eight preceding years:—

Causes—Accidents to Passengers.	Killed.								
	1907.	1908.	1909.	1910.	1911.	1912.	1913.	1914.	1915.
Collisions	26	2	6	2	4	18	3	3	1
Derailments	21	8	1	44	1	.....	15	2	.....
Parting of trains	.....	.....	.....	.....	.....	.....	.....	.....	.....
Falling from trains, etc	2	6	11	3	10	10	8	3	7
Jumping on or off	10	6	14	8	11	4	7	8	4
Struck at highways	4	.....	1	.....	.....	4	1	.....	.....
" stations	4	3	1	1	1	3	1	5	2
" other points	.....	2	.....	1	1	1	2	2	1
Other causes	3	1	2	1	.....	7	1	2	2
Total	70	28	36	60	28	47	38	25	17

Causes—Accidents to Passengers.	Injured.								
	1907.	1908.	1909.	1910.	1911.	1912.	1913.	1914.	1915.
Collisions	93	88	83	31	43	73	108	23	90
Derailments	127	131	99	126	88	203	347	185	53
Parting of trains	3	1	.....	2	.....	4	.....	2	2
Falling from trains, etc	36	20	11	28	34	51	49	45	30
Jumping on or off	38	50	57	43	67	70	72	56	62
Struck at highways	7	.....	.....	1	4	2	3	5	1
" stations	3	5	5	4	2	4	6	2	3
" other points	1	1	1	2	.....	1	3	2	4
Other causes	44	49	25	33	50	77	62	82	59
Total	352	345	281	270	288	485	650	402	304

Following are the number and causes of accidents resulting in death and injury to employees from the movement of trains in 1915 and the eight years preceding:—

Causes—Accidents to Employees.	Killed.								
	1907.	1908.	1909.	1910.	1911.	1912.	1913.	1914.	1915.
Coupling or uncoupling	34	20	18	17	13	18	27	16	9
Collisions	46	25	40	19	34	29	40	35	11
Derailments	12	15	15	47	10	15	22	18	9
Parting of trains	2	1	.....	.....	.....	1	1	.....	1
Locomotive or cars breaking down	1	1	1	.....	.....	3	.....	2	1
Falling from trains or cars	32	32	28	23	26	31	45	23	17
Jumping on or off	7	8	9	24	15	15	22	13	3
Struck by trains, etc	85	81	53	62	72	79	97	64	44
Overhead obstructions	2	3	.....	1	3	3	1	.....	1
Other causes	28	16	18	21	29	21	43	29	6
Total	249	224	182	214	202	215	298	200	102

Causes—Accidents to Employees.	Injured.								
	1907.	1908.	1909.	1910.	1911.	1912.	1913.	1914.	1915.
Coupling or uncoupling	141	183	125	139	191	208	182	129	78
Collisions	135	80	86	56	119	141	210	94	74
Derailments	56	60	65	58	67	91	88	77	53
Parting of trains	16	11	9	6	13	13	16	7	10
Locomotive or cars breaking down	6	16	6	19	12	17	13	24	17
Falling from trains or cars	186	185	142	165	253	275	366	255	182
Jumping on or off	66	108	95	98	141	129	180	159	120
Struck by trains, etc	130	116	88	78	121	172	136	151	70
Overhead obstructions	13	14	11	25	17	33	31	21	28
Other causes	377	340	270	282	380	527	612	556	314
Total	1,126	1,113	987	926	1,314	1,606	1,834	1,475	946

The number and classes of employees killed and injured from the movement of trains during 1915 and eight preceding years are shown in the following summary:—

Employees.	Killed.								
	1907.	1908.	1909.	1910.	1911.	1912.	1913.	1914.	1915.
Trainmen	149	109	113	103	101	115	167	97	50
Trackmen	53	36	37	70	44	47	59	59	24
Switch tenders, etc.	7	11	3	9	6	8	8	3	9
Stationmen	3	4	2	2	5	3	9	2	.....
Shopmen	9	11	7	4	18	13	15	5	6
Telegraph employees	.....	2	.....	.....	3	2			.....
Other employees	28	51	20	26	25	27	40	34	13
Total	249	224	182	214	202	215	298	200	102

Employees.	Injured.								
	1907.	1908.	1909.	1910.	1911.	1912.	1913	1914	1915.
Trainmen	781	780	693	610	972	1,078	1,277	953	628
Trackmen	104	307	71	136	158	200	245	175	95
Switch tenders, etc.	47	40	27	25	11	67	41	40	26
Stationmen	3	66	10	6	6	18	39	24	13
Shopmen	16	284	16	41	64	68	59	99	59
Telegraph employees	3	4	3	3	4	6	11	14	3
Other employees	107	312	77	105	99	169	162	170	122
Total	1,121	1,793	897	926	1,314	1,606	1,834	1,475	946

Accidents from other causes than the movement of trains occurred in 1912, 1913, 1914 and 1915 to the following classes of persons:—

	Killed.				Injured.			
	1912.	1913.	1914.	1915.	1912.	1913.	1914.	1915.
Passengers	1	3	2	.....	8	17	13	26
Trainmen, etc	3	6	6	4	334	488	492	429
Stationmen	2	.....	1	.....	163	147	143	32
Shopmen	3	5	2	1	405	472	574	574
Other employees	11	15	15	8	416	466	477	488
Other persons	3	3	9	6	17	16	53	34
Total	23	32	35	19	1,343	1,606	1,752	1,583

The record of accidents from the movement of trains, since 1887, is as follows:—

Years.	Passengers.		Employees.		Others.		Total.		Passengers.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	One killed in every	One injured in every
1888	20	70	107	619	104	86	213	775	534,931	152,837
1889	37	103	89	637	84	135	210	875	328,408	117,971
1890	11	52	83	682	124	101	218	835	1,165,569	246,562
1891	13	105	65	582	118	131	193	818	1,017,120	125,629
1892	14	43	110	697	109	139	233	879	966,672	314,730
1893	11	57	72	331	133	120	216	708	1,238,002	238,912
1894	12	64	67	521	132	107	211	694	1,205,208	225,976
1895	9	47	51	489	127	122	187	658	1,554,175	297,608
1896	11	62	46	446	104	111	161	619	1,346,400	238,877
1897	7	70	76	579	130	158	213	807	2,310,191	231,019
1898	5	72	98	862	167	163	270	1,097	3,688,809	356,167
1899	20	119	119	882	145	184	284	1,185	956,668	160,784
1900	7	131	123	941	195	245	325	1,303	3,071,453	164,123
1901	16	134	118	970	183	213	317	1,317	1,149,108	137,207
1902	19	177	146	930	165	221	330	1,328	1,088,419	116,836
1903	35	258	186	956	181	239	420	1,453	417,900	85,848
1904	25	232	192	214	178	259	395	705	945,630	101,899
1905	35	244	206	920	227	193	468	1,357	722,535	103,624
1906	16	231	139	893	206	241	361	1,365	1,749,361	121,168
1907	70	352	249	1,126	268	220	587	1,698	459,104	91,299
1908	28	345	224	1,113	197	200	449	2,347	1,215,893	98,681
1909	36	281	182	897	260	226	478	1,404	907,869	116,311
1910	60	270	214	926	250	245	524	1,441	598,243	132,943
1911	28	288	202	1,314	235	304	465	1,906	1,324,919	124,489
1912	47	485	215	1,606	283	346	545	2,437	872,855	84,792
1913	38	650	298	1,834	374	482	710	2,966	1,216,599	71,124
1914	25	402	200	1,475	340	410	565	2,287	1,868,091	116,175
1915	17	304	108	1,578	241	328	366	1,578	2,724,825	140,369

ACCIDENTS AT HIGHWAY CROSSINGS.

There were 66 persons killed at highway crossings, in 1915, and 112 injured, as compared with 81 killed and 122 injured in 1914.

Of the 66 fatal accidents, 30 took place at urban crossings and 36 at rural crossings. Of the accidents causing injury, 68 occurred at urban and 44 at rural crossings.

The following is a summary of accidents at highway crossings, showing the numbers killed at urban and rural intersections during the preceding seven years:—

Class of Highway Crossing.	Killed.						
	1908.	1909.	1910.	1911.	1912.	1913.	1914.
Urban	30	33	28	22	33	32	49
Rural	21	43	35	14	42	31	32
Total	51	76	63	36	75	63	81

Class of Highway Crossing.	Injured.						
	1908.	1909.	1910.	1911.	1912.	1913.	1914.
Urban	35	41	45	70	43	69	72
Rural	33	31	16	38	41	35	50
Total	68	72	61	108	84	104	122

HIGHWAY CROSSINGS.

Protected crossings were increased by 263 in 1915. The form of protection is shown in a table farther along.

The facts with regard to highway crossings are shown in the following tabular statement:—

Year.	Protected Crossings.		Unprotected Crossings	
	Urban.	Rural.	Urban.	Rural.
1909	587	492	1,767	15,426
1910	630	557	1,902	16,923
1911	692	661	2,026	16,655
1912	788	680	3,039	17,268
1913	844	827	2,658	18,681
1914	894	823	3,493	20,642
1915	948	1,032	2,759	20,105

It is obvious that, while the facts with regard to protected crossings were reported, the full number of highway crossings was not given in 1915.

The total number of protected highway crossings in 1915, and the form of protection provided, are shown hereunder:—

	Rural.	Urban.
By gates	66	180
By bridges	358	170
By subways	344	284
By electric bells, etc	243	174
By watchmen	21	140
Total	1,032	948

It is gratifying to observe the steady increase in permanent and absolute forms of protection.

The following tabular statement shows the number of protected crossings and the means of protection prior to 1915:—

Crossings—How Protected.	1909.		1910.		1911.	
	Rural.	Urban.	Rural.	Urban.	Rural.	Urban.
By gates	34	153	28	133	28	153
By bridges	190	110	220	125	232	128
By subways	213	166	229	171	269	182
By bells	39	77	64	83	104	115
By watchmen	16	101	16	118	19	123
Total	492	587	557	630	652	701

Crossings—How Protected.	1912.		1913.		1914.	
	Rural.	Urban.	Rural.	Urban.	Rural.	Urban.
By gates	33	174	71	178	34	189
By bridges	233	147	274	158	265	151
By subways	275	216	276	227	283	257
By bells	118	127	179	155	217	157
By watchmen	21	124	27	126	24	140
Total	650	788	827	844	823	894

RAILWAY EMPLOYEES.

On June 30, 1915, there were in the employ of railways operating in Canada, 124,142 persons. This number was 35,000 less than for 1914.

Salaries and wages amounted to $90,215,727.01, as against $111,762,972.28 for the preceding year.

The schedule of employees was enlarged for 1915, and commencing with July 1, 1916, a further elaboration will be made. A classification for the guidance of railways has also been prescribed. Under this new system the hour unit of service will be applied to certain classes of employees, instead of the day unit. These changes will ensure more and better information than has hitherto been available under the system in use.

The following table shows the total of salaries and wages for the past nine years, and the ratio of that total to gross earnings and operating expenses:—

Year.	Salaries and wages.	Ratio to gross earnings.	Ratio to operating expenses.
	$		
1907	58,719,493	40·01	56·76
1908	60,376,607	41·09	56·26
1909	63,216,662	43·58	60·43
1910	67,167,793	38·61	55·78
1911	74,613,738	39·53	56·94
1912	94,237,623	39·79	57·92
1913	115,749,825	45·09	63·59
1914	111,762,972	45·97	62·43
1915	90,215,727	45·15	61·09

The total number of employees in 1915, by classes and groups, the number of days worked by each class, the yearly compensation, and the average daily compensation, are shown in the following table:—

Class.	Number.	Total Number of Days Worked.	Total Yearly Compensation.	Average Daily Compensation.
			$ cts.	$ cts.
I. General Offices:—				
1. General officers	342	101,650	1,201,255 52	11 89
2. Chief clerks	152	48,115	196,693 59	4 09
3. Other clerks	2,939	934,846	1,777,699 48	1 90
4. Stenographers and typists	430	138,496	254,306 26	1 84
5. Telephone and telegraph operators	64	22,976	52,280 70	2 29
6. Messengers and attendants	181	63,281	95,318 22	1 51
7. Other general office employees	309	104,391	370,636 23	3 56
Total	4,417	1,413,755	3,948,190 00	
II. Road:—				
11. Officers	484	152,636	817,806 00	5 38
12. Clerks	474	156,659	429,337 72	2 75
13. Shop foremen	18	6,673	22,681 33	3 40
14. Structural iron workers	29	7,795	19,732 10	2 53
15. Machinists	42	5,456	15,552 19	2 85
16. Masons and bricklayers	91	21,619	67,747 90	3 13
17. Carpenters	1,484	408,202	1,151,086 15	2 82
18. Painters	330	59,349	155,571 70	2 62
19. Other M. W. S. shopmen	159	50,376	116,351 77	2 31
20. Other skilled labourers	1,183	333,315	821,749 86	2 47
21. Section foremen	5,394	1,608,654	4,198,660 76	2 62
22. Watchmen and trackwalkers	442	141,687	276,327 91	1 96
23. Other sectionmen	20,234	4,861,629	8,670,320 24	1 78
24. Unskilled labourers	4,011	592,096	984,831 53	1 66
25. All other M. W. S. employees	1,695	437,795	988,469 84	2 26
26. Foremen of construction gangs	196	56,749	191,115 46	3 37
27. Other men in construction gangs	3,765	942,148	1,709,897 02	1 81
Total	40,031	9,842,838	20,637,239 48	

Class.	Number.	Total Number of Days Worked.	Total Yearly Compensation.	Average Daily Compensation.
			$ cts.	$ cts.
III. Equipment:—				
31. Officers	158	47,783	329,715 99	6 90
32. Clerks and attendants	1,082	370,592	825,351 96	2 23
33. Shop foremen	1,049	352,419	1,336,414 95	3 79
34. Machinists	3,473	855,329	2,808,882 74	3 21
35. Carpenters	3,058	763,917	2,037,678 55	2 67
36. Painters and upholsterers	737	178,991	480,518 37	2 17
37. Other shopmen	13,570	3,399,268	8,117,797 41	2 39
38. Car Inspectors	1,168	403,930	985,418 97	2 44
39. Watchmen	223	72,931	129,205 51	1 77
40. All other M. E. employees	4,747	1,446,398	2,943,700 06	2 04
Total	29,265	7,891,558	19,994,684 51	
IV. Traffic:—				
51. Officers	157	47,904	467,156 29	9 75
52. Clerks and attendants	1,236	366,638	889,833 71	2 43
53. Travelling solicitors	114	33,293	121,535 65	3 66
54. Employees in outside agencies	470	144,358	460,983 23	3 20
55. All other traffic employees	126	53,647	101,338 20	1 89
Total	2,103	645,840	2,040,847 08	
V. Transportation:—				
71. Officers	358	118,661	842,834 80	7 14
72. Clerks and attendants	2,351	791,228	1,624,176 27	2 05
73. Dispatchers	495	173,480	794,984 15	4 59
74. Station agents	3,351	1,138,735	3,217,575 37	2 84
75. Operators not agents	1,693	569,321	1,568,369 52	2 75
76. Other station employees	10,736	3,227,133	6,247,625 12	1 94
77. Yardmasters and yard clerks	739	267,937	744,150 38	2 78
78. Yard enginemen	1,570	470,090	1,788,537 90	3 80
79. Yard conductors and brakemen	2,117	712,889	2,641,300 62	3 71
80. Yard switchmen	443	152,830	312,209 69	2 05
81. Other yard employees	160	63,678	125,141 97	1 96
82. Engine-house employees	3,855	1,252,010	2,500,780 52	2 00
83. Road enginemen and motormen	7,138	2,060,161	8,943,248 03	4 34
84. Passenger conductors	891	294,102	1,330,922 22	4 52
85. Freight conductors	2,057	640,278	2,774,739 15	4 33
86 Other road trainmen	6,339	2,021,277	5,780,521 62	2 86
87. Operators interlockers and signals	381	149,187	267,341 51	1 79
88. Crossing flagmen and gatemen	501	174,118	267,773 67	1 53
89. Drawbridge operators	96	25,748	45,852 55	1 78
90 Employees on floating equipment	251	69,066	176,316 94	2 55
91. Employees in express service	78	24,488	35,799 36	1 47
92. Employees in claim department	92	51,534	139,240 79	2 70
93. All other transportation employees	2,634	721,531	1,425,323 79	1 98
Total	48,326	15,169,482	43,594,765 94	
Grand total	124,142	34,963,473	90,215,727 01	

Employees and their compensation were in 1915 distributed among the following divisions of service:—

—	Number.	Compensation.
		$ cts.
General offices	4,417	3,948,190 00
Road	40,031	20,637,239 48
Equipment	29,265	19,994,684 51
Traffic	2,103	2,040,847 08
Transportation	48,326	43,594,765 94
Total	124,142	90,215,727 01

Owing to the adoption of a new classification for 1915 it is impracticable to closely compare the foregoing figures with those for preceding years. The facts with respect to compensation as previously recorded, however, are as follow:—

	1907.	1908.	1909.	1910.
	$	$	$	$
Way and structures	15,398,885	14,715,572	14,249,186	16,502,902
Equipment	12,161,917	13,008,104	14,623,930	14,775,782
Traffic expenses	.....	.....	5,353,607	1,313,980
Transportation expenses	27,398,553	28,479,096	14,656,585	32,091,952
General expenses	3,760,138	4,173,835	4,333,354	2,483,177
Total	58,719,493	60,376,607	63,216,662	67,167,793

	1911.	1912.	1913.	1914.
	$	$	$	$
Way and structures	18,157,696	21,321,271	26,105,363	24,286,798
Equipment	15,544,057	17,761,622	22,534,072	23,025,968
Traffic expenses	1,564,399	1,679,919	2,209,984	1,992,093
Transportation expenses	36,832,034	43,988,877	54,170,519	52,181,299
General expenses	2,515,552	2,547,950	3,134,119	3,572,488
Outside operations	.....	6,937,984	7,577,702	6,704,326
Undistributed	.....	.....	18,066	.....
Total	74,613,738	94,237,623	115,749,825	111,762,972

The number of employees in 1915 per 100 miles of line, and the percentage which the compensation of each class bore to the total, are shown in the following statement:—

	Per 100 Miles of Line.	Per cent of Total Compensation.
General offices	12	4·38
Road	113	22·88
Equipment	82	22·16
Traffic	6	2·26
Transportation	136	48·32

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The following table will show the number and classes of employees, and also the number of the various classes per 100 miles of line, in 1914 and seven preceding years:—

Railway Employees.	1907.		1908.		1909.		1910.	
	No.	Per 100 miles of line.	No.	Per 100 miles of line.	No.	Per 100 miles of line.	No.	Per 100 miles of line.
General officers	336	2	318	1	328	1	372	2
Other officers	461	2	526	2	574	2	178	3
General office clerks	4,214	19	4,795	21	5,967	25	4,835	28
Station agents	2,536	11	2,522	11	2,624	11	2,879	12
Other stationmen	11,829	53	8,908	39	10,739	45	12,578	51
Enginemen	4,351	19	3,868	17	4,104	17	4,419	18
Firemen	4,760	21	4,206	18	4,330	18	4,885	20
Conductors	2,911	13	2,719	12	2,831	12	3,323	13
Other trainmen	8,261	36	7,507	33	8,178	34	7,946	32
Machinists	2,486	11	2,759	12	3,294	14	2,935	12
Carpenters	3,215	14	3,190	14	3,377	14	3,348	17
Other shopmen	12,579	56	11,873	52	13,858	57	15,387	62
Section foremen	3,903	17	4,017	17	4,216	17	4,539	18
Other trackmen	30,614	136	20,068	87	28,401	118	30,131	122
Switch tenders, &c	2,364	11	1,849	8	1,624	7	1,628	7
Telegraph operators	2,987	13	2,686	12	2,899	12	2,985	12
Floating equipment	5,426	24	7,273	32	9,324	39	292	1
All other employees	20,779	93	17,320	75	18,527	77	17,568	71
Total	124,012	551	106,404	463	125,105	520	123,768	501

Railway Employees.	1911.		1912.		1913.		1914.	
	No.	Per 100 miles of line.	No.	Per 100 miles of line.	No.	Per 100 miles of line.	No.	Per 100 miles of line.
General officers	341	1	328	1	371	1	368	1
Other officers	878	3	1,018	3	1,158	4	1,151	4
General office clerks	7,076	28	7,679	29	8,915	30	9,744	31
Station agents	2,875	11	3,090	12	3,225	11	3,334	11
Other stationmen	13,334	52	15,041	56	16,505	56	13,623	44
Enginemen	4,647	18	5,505	20	6,102	21	5,258	17
Firemen	4,979	20	6,048	21	6,743	21	5,703	19
Conductors	3,643	14	4,348	16	4,923	17	4,201	14
Other trainmen	8,472	33	10,090	37	12,107	41	10,672	35
Machinists	3,092	12	3,932	15	4,292	20	3,928	13
Carpenters	4,283	17	4,320	16	5,865	19	4,942	16
Other shopmen	19,075	75	19,568	73	22,410	76	20,518	66
Section foremen	4,166	16	4,534	17	5,035	19	5,130	16
Other trackmen	21,628	85	26,319	98	32,181	109	27,493	89
Switch tenders, &c	1,868	7	1,658	6	1,715	6	1,521	5
Telegraph operators	3,088	12	3,425	13	3,947	13	3,673	12
Floating equipment	8,230	32	6,751	25	6,647	23	5,576	18
All other employees	29,549	116	32,228	121	36,473	124	32,407	105
Total	141,224	552	155,901	583	178,652	609	159,142	517

The average daily compensation of employees for the eight years preceding 1915 is shown in the following table:—

Employees.	1907.	1908.	1909.	1910.	1911.	1912.	1913.	1914.
	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.
General officers	11 74	11 59	11 73	10 72	11 72	12 47	12 96	13 26
Other officers	4 11	4 63	4 59	4 73	4 84	4 92	5 00	5 40
General office clerks	1 70	1 81	1 81	1 94	1 98	1 99	2 03	2 12
Station agents	1 91	2 04	2 09	2 16	2 28	2 39	2 60	2 74
Other stationmen	1 56	1 71	1 65	1 65	1 73	1 77	1 90	1 98
Enginemen	3 89	4 53	4 13	4 12	4 40	4 64	4 88	4 84
Firemen	2 42	2 50	2 52	2 53	2 78	2 84	3 02	3 11
Conductors	3 20	3 30	3 31	3 30	3 62	3 69	3 85	3 93
Other trainmen	1 92	2 06	2 13	2 12	2 44	2 54	2 66	2 83
Machinists	2 41	2 68	2 89	2 98	3 14	3 34	3 51	3 40
Carpenters	2 99	2 19	2 23	2 52	2 44	2 58	2 75	2 78
Other shopmen	1 99	2 16	2 33	2 19	2 22	2 33	2 42	2 54
Section foremen	2 06	2 25	2 15	2 18	2 32	2 38	2 50	2 58
Other trackmen	1 45	1 57	1 59	1 58	1 66	1 77	1 83	1 85
Switch tenders, &c.	1 84	1 81	2 00	1 57	1 98	1 84	2 02	1 73
Telegraph operators	1 88	2 07	2 09	2 20	2 28	2 28	2 51	2 64
Employees—float-equipment	1 18	1 10	1 26	2 19	1 11	1 22	1 26	1 09
All other employees	1 81	1 87	1 95	1 95	1 87	1 84	1 82	1 93

Undue significance should not be attached to the foregoing averages of compensation. They are the result of a system of gathering data with respect to employees which is admittedly imperfect; but under the plan which will be effective after the current year it is believed better and more elaborate data will be had.

TAXATION OF RAILWAYS.

The tax bill of Canadian railways in 1915 amounted to $3,049,727.62, as compared with $2,822,774.35 in 1914.

The taxes were distributed, by provinces, as shown in the following tabular summary:—

—	Provincial Tax.	Municipal Tax.	Total.
	$ cts.	$ cts.	$ cts.
Ontario	676,205 02	728,728 85	1,404,933 87
Quebec	78,728 80	480,160 51	558,889 31
Alberta	74,661 94	70,721 08	145,383 02
British Columbia	136,378 40	148,624 63	285,003 03
New Brunswick		2,390 60	2,390 60
Nova Scotia	25 00	2,138 06	2,163 06
Manitoba	197,725 47	50,472 90	248,198 37
Saskatchewan	66,000 00	30,477 85	96,477 85
Prince Edward Island	100 00		100 00
Yukon Territory	6,816 81		6,816 81
Outside of Canada	172,061 02	8,674 09	180,735 11
Miscellaneous	118,593 83	42 76	118,636 59
	1,527,296 29	1,522,431 33	3,049,727 62

For the six preceding years the total taxation of railways, both provincial and municipal, was as follows:—

Province.	1909.	1910.	1911.	1912.	1913.	1914.
	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.
Nova Scotia	926 54	762 66	645 70	666 05	742 24	215 65
New Brunswick	782 79	1,298 35	842 16	2,417 00	1,950 11	3,254 29
Prince Edward Island	100 00	100 00	50 00	50 00	100 00	100 00
Quebec	362,974 16	337,490 05	372,914 32	406,111 02	520,093 24	633,346 56
Ontario	764,620 56	747,004 78	790,280 14	970,449 31	985,993 90	1,017,667 23
Manitoba	128,082 84	92,476 48	154,783 10	187,001 15	224,154 14	255,419 47
Alberta	98,038 39	87,423 93	90,785 16	91,181 97	116,223 44	135,487 08
Saskatchewan	48,869 56	161,575 45	79,019 28	71,537 29	73,284 28	102,853 76
British Columbia	151,025 07	220,687 32	196,971 26	205,286 49	247,936 55	310,588 22
Yukon	6,020 90	5,896 64	5,894 38	5,935 67	3,528 20	8,316 20
Undistributed			90,466 40			
Outside of Canada	16,895 78	121,933 17	173,089 68	259,802 60	270,954 58	355,525 89
Total	1,581,336 59	1,776,648 83	1,955,741 58	2,200,438 55	2,444,960 68	2,822,774 35

DESPATCHING BY TELEPHONE.

The returns for 1915 showed 6,189 miles of railway on which despatching was done exclusively by telephone; 7,530 miles operated by the joint use of telephone and telegraph, and 19,934 on which only the telegraph was used.

In 1914 the telegraph was used on 7,296 miles, and telegraph and telephone on 5,068 miles.

The returns were not complete for either 1914 or 1915; but the fact is clear that a very considerable advance has been made during recent years in the use of the telephone for the despatching of trains.

FOREIGN RAILWAY STATISTICS.

During the past four years, through the courtesy of the Under Secretary of State for External Affairs, the statistics of many foreign countries have been received. A summary of the principal facts has been made, and will be found in an appendix to this report. It will be of service for purposes of comparison.

RAILWAY TIES.

The railways of Canada purchased 9,649,403 ties in 1915 for maintenance of roadbed, as against 10,436,583 in 1914.

The cost per tie averaged 53·7 cents, as compared with 49·7 cents in 1914 and 47·8 in 1913. The rising price of ties has been a factor in operating expenses for a number of years.

The increasing use of treated ties is the natural result of the very high cost of untreated wood.

The consumption of ties, apart from construction work on new mileage, has been as follows:—

Class.	Number of Ties.					
	1907.	1911.	1912.	1913.	1914.	1915.
Cedar	812,033	879,325	875,561	1,850,078	939,014	647,360
Oak	779,857	462,443	314,579	557,333	582,704	757,588
Hemlock	71,871	132,831	268,044	1,024,130	593,796	546,881
Spruce	70,837	14,859	13,635	107,891	175,081	189,135
Fir	43,518	7,826	15,656	902,245	103,101	45,926
Tamarack	9,956	9,758	1,064,297	1,657,916	2,506,368	240,884
Pine	6,697	250,843	437,493	1,815,428	437,822	1,799,220
Chestnut	1,224	25,305	36,899	286,316	896,311	470,168
Soft wood	466,759	517,085	498,404	916,750	764,210	766,408
Hard wood	20,000	18,789	24,506	18,598	29,850	16,507
Treated			157,105	458,298	3,183,397	3,915,572
Unclassified	2,921,013	4,521,882	3,642,957	476,804	214,929	253,754
Total	5,203,765	6,840,946	7,349,136	10,071,787	10,426,583	9,649,403

The cost of railway ties in 1915 and five preceding years is shown in the following table:—

Class.	Cost of Ties.					
	1907.	1911.	1912.	1913.	1914.	1915.
	$	$	$	$	$	$
Cedar	315,074	377,343	378,236	832,906	411,962	322,856
Oak	403,762	311,073	214,084	345,299	415,837	625,591
Hemlock	16,831	39,260	85,627	404,423	234,841	213,566
Spruce	24,699	3,387	3,969	32,795	48,794	42,201
Fir	22,398	2,343	4,423	377,977	34,007	14,976
Tamarack	2,312	4,032	580,009	811,736	1,385,395	97,045
Pine	1,556	163,884	274,101	955,993	201,633	1,012,731
Chestnut	636	15,780	19,152	180,382	588,278	304,428
Soft wood	135,360	155,126	159,489	316,020	259,831	397,004
Hard wood	5,300	5,301	6,304	4,340	8,810	9,391
Treated			125,731	392,793	1,515,709	2,043,704
Unclassified	986,577	1,921,670	1,436,555	160,651	79,211	95,062
Total	1,912,505	2,999,099	3,287,683	4,815,315	5,184,308	5,178,555

The average cost per tie, by classes, is shown in the following table:—

Class.	Average Cost per Tie.					
	1907.	1911.	1912.	1913.	1914.	1915.
	cts.	cts.	cts.	cts.	cts.	cts.
Cedar	28·8	42·9	43·2	45·0	43·9	49·9
Oak	51·8	67·2	68·1	61·9	71·3	82·6
Hemlock	23·4	29·6	32·0	39·4	39·6	39·0
Spruce	35·0	23·5	30·0	30·4	27·8	22·4
Fir	51·4	30·0	28·0	41·8	32·9	32·6
Tamarack	23·2	41·3	54·5	48·9	55·3	40·4
Pine	21·8	65·3	62·6	52·6	46·1	56·3
Chestnut	52·0	62·3	52·0	63·0	65·6	64·8
Soft wood	29·0	30·0	32·0	34·4	33·9	51·8
Hard wood	26·5	28·2	25·7	23·3	29·5	56·9
Treated	.....	.....	80·0	85·6	47·6	52·2
Unclassified	34·0	42·5	39·4	33·6	36·8	37·4
Total	36·7	43·8	44·7	47·8	49·7	53·7

ELECTRIC RAILWAYS.

There were several companies which did not send in reports, and it has therefore been necessary to use certain figures for a preceding year in order to complete the statistical statements. These delinquencies are serious.

The reports as a whole reveal a year of growth in the electric railway service of the Dominion. Gross earnings, however, declined.

MILEAGE.

During the statistical year, 50·51 miles were added to single track mileage, bringing the total up to 2,102·95. The following statement gives the facts for 1915 and the five years preceding:—

Length of Tracks.	1910.	1911.	1912.	1913.	1914.	1915.
	Miles.	Miles.	Miles.	Miles.	Miles.	Miles.
Length of first main track	1,049·07	1,223·73	1,308·17	1,356·63	1,560·82	1,590·29
Length of second main track	242·39	259·74	294·50	371·14	338·91	348·88
Total length of main track	1,291·46	1,483·47	1,602·67	1,727·77	1,899·73	1,939·17
Length of sidings and turnouts	91·39	103·54	120·84	141·86	152·71	163·78
Total, computed as single track	1,382·85	1,587·01	1,723·51	1,869·63	2,052·44	2,102·95

For purposes of comparison, the following table shows first track mileage since 1901:—

1901	*674·58
1902	557·59
1903	759·36
1904	766·50
1905	793·12
1906	813·47
1907	814·52
1908	992·03
1909	988·97
1910	1,047·07
1911	1,223·73
1912	1,308·17
1913	1,356·63
1914	1,560·82
1915	1,590·29

*Included some second track.

Table 1, following steam railways, will afford information in detail with respect to mileage.

CAPITALIZATION.

Capitalization increased from $147,585,342 in 1914 to $150,344,002 in 1915 the addition being $2,758,660.

The volume and division of capitalization since 1907 is shown in the following statement:—

Year.	Stocks.	Funded Debt.	Total.
	$	$	$
1907	43,491,746	31,166,976	74,658,722
1908	50,295,266	37,114,619	87,409,885
1909	51,946,433	39,658,556	91,604,989
1910	58,653,826	43,391,153	102,044,979
1911	62,251,203	49,281,144	111,532,347
1912	70,829,118	52,012,828	122,841,946
1913	62,079,767	79,155,864	141,235,631
1914	66,311,098	81,284,244	147,595,342
1915	66,696,675	83,646,327	150,585,342

Details will be found in table 2. It may be explained, however, that the foregoing capitalization does not include $493.346 of cash aid given to electric railways by governments and municipalities.

INCOME ACCOUNT.

The following statement of Income Account must be regarded in the light of the omissions to which allusion has been made. It is complete only so far as the returns actually received are concerned.

EARNINGS AND INCOME—		
Gross earnings from operation	$ 26,922,899 70	
Operating expenses	18,131,842 18	
Gross corporate income		$ 8,791,057 52
Miscellaneous income		2,923,974 28
Total corporate income		$ 11,715,031 80
DEDUCTIONS FROM INCOME—		
Taxes	$ 1,877,245 66	
Interest—funded debt	3,062,356 95	
" floating debt	526,797 51	
Other deductions	699,629 91	
Total deductions		6,166,030 03
Total net income		$ 5,449,001 77
DISPOSAL OF NET INCOME—		
Reserves, etc	$ 884,508 90	
Dividends	4,338,812 96	
Total		5,223,321 86
Surplus		$ 225,679 91

EARNINGS AND OPERATING EXPENSES.

For the year 1915, gross earnings amounted to $26,922,899.70, as compared with $29,691,007.21 for 1915.

Operating expenses had a total of $18,131,842.18, as against $19,107,817.60 for the year preceding.

The ratio of operating expenses to gross earnings was 67·40. It was 64·36 in 1914. For a number of years the proportion of operating cost to gross receipts has been on the ascendant.

Gross earnings in 1914 and 1915 came from the following sources:—

	1914.	1915.
	$ cts.	$ cts.
Car earnings—		
Passengers	21,181,328 13	18,879,688 72
Freight	1,123,909 53	982,041 29
Mails and express	84,515 13	79,696 18
Other car earnings	105,162 34	82,672 35
	22,494,915 13	20,024,098 54
Miscellaneous Earnings—		
Advertising	82,960 87	74,232 57
Rent of land and buildings	22,051 32	32,661 40
Rent of tracks	6,838 41	5,656 84
Rent of equipment	20,005 62	18,641 94
Sale of power	85,171 67	104,191 02
Other miscellaneous earnings	154,425 05	138,185 72
Total miscellaneous earnings	$ 371,452 94	$ 373,569 49
Gross earnings undistributed	6,824,639 22	6,525,231 67
Gross earnings from operation	$ 29,691,007 29	$ 26,922,899 70

Since 1901 the record of gross earnings is as follows:—

Year.	Gross Earnings.	Year.	Gross Earnings.
	$		$
1901	5,768,283	1908	14,007,049
1902	6,486,438	1909	14,611,484
1903	7,233,677	1910	17,100,789
1904	8,453,609	1911	20,356,952
1905	9,357,125	1912	23,499,250
1906	10,966,871	1913	28,216,111
1907	12,630,430	1914	29,691,007
		1515	26,922,900

Following is a statement of gross car earnings, and the sources thereof, for the past nine years:—

Year.	Passengers.	Freight.	Mails, etc.	Other.	Total
	$	$	$	$	$
1907	12,013,421	344,367	41,951	233,190	12,630,430
1908	13,233,724	346,021	54,883	372,421	14,007,049
1909	14,080,755	386,092	110,452	34,185	14,611,484
1910	16,125,945	575,537	68,604	51,241	16,821,377
1911	19,130,376	744,179	88,233	100,930	20,063,719
1912	22,007,750	1,025,372	78,819	67,022	23,499,250
1913	19,794,400	1,211,871	72,516	85,793	21,164,580
1914	21,181,328	1,123,910	84,515	105,162	22,494,915
1915	18,879,689	982,041	79,696	82,672	20,024,099

Tables 4 and 5 will afford details with respect to gross earnings and operating expenses.

Following was the distribution of operating expenses in 1915, with a comparison for 1913 and 1914:—

Operating Expenses.	1913.	1914.	1915.
	$ cts.	$ cts.	$ cts.
Maintenance of way and structures	1,066,412 87	1,169,610 64	1,062,973 61
Maintenance of equipment	1,699,641 35	1,762,785 14	1,572,889 24
Operation of power plant	2,523,959 68	2,737,268 84	2,848,063 13
Operation of cars	6,534,718 13	7,323,842 67	7,109,405 70
General	1,897,738 36	2,031,646 14	1,824,514 06
Total	[1]17,765,372 38	[2]19,107,817 60	[3]18,131,842 18

[1]Items lacking for $4,042,901.99. [2]Items lacking for $4,082,664.27. [3]Items lacking for $3,713,996.44.

Following is a complete statement showing the various items which made up operating expenses in 1915 and the three preceding years:—

	1912.	1913.	1914.	1915.
	$ cts.	$ cts.	$ cts.	$ cts.
Maintenance of way and structures—				
Track and roadway	857,796 61	742,396 29	854,798 86	760,219 74
Electric line	227,562 04	226,205 55	221,974 85	225,091 72
Buildings and fixtures	143,613 40	97,811 03	92,836 93	77,662 15
Maintenance of equipment—				
Steam plant	50,137 15	45,826 09	73,167 42	50,159 60
Electric plant	87,570 70	61,907 97	175,834 23	62,575 79
Cars	916,755 20	802,444 90	823,583 66	798,604 86
Electric equipment of cars	630,521 52	614,166 79	513,016 03	496,463 97
Miscellaneous equipment	86,053 80	106,696 72	102,358 38	104,881 73
Miscellaneous shop expenses	67,493 89	68,598 88	74,825 42	60,203 29
Transportation—Operation of power plant—				
Power plant wages	205,858 34	235,504 39	185,254 97	180,832 92
Fuel for power	315,019 83	160,952 40	113,837 76	96,386 30
Water for power	13,979 30	15,206 49	16,754 01	11,815 22
Lubricants and waste for power plant	11,006 39	6,307 69	5,198 40	3,659 68
Miscellaneous supplies and expenses	22,051 25	46,983 39	83,214 15	69,589 12
Hired power	1,901,757 49	2,059,005 32	2,333,009 55	2,485,779 89
Transportation—Operation of cars—				
Superintendence	319,399 37	338,226 08	380,309 53	406,290 28
Wages of conductors	2,423,060 35	2,344,340 86	2,662,486 53	2,604,688 90
Wages of motormen	2,371,529 39	2,302,120 02	2,617,373 31	2,565,874 44
Wages, miscellaneous car service	339,771 00	603,401 38	273,273 22	252,938 14
Wages, car house employees	400,967 61	251,110 63	653,919 76	611,150 52
Car service supplies	161,895 17	92,254 09	114,546 85	127,960 48
Miscellaneous car service expenses	304,898 48	290,553 58	320,344 51	262,784 39
Hired equipment	73,876 17	115,331 92	127,853 01	86,440 66
Cleaning and sanding track	86,514 84	65,219 37	69,852 99	77,224 70
Removal of snow and ice	285,662 53	132,160 20	103,882 96	114,053 19
General—				
Salaries of general officers	327,451 09	349,524 29	379,298 16	281,286 03
Salaries of clerks	274,832 47	366,075 52	463,984 74	401,904 04
Printing and stationery	53,073 13	68,533 54	43,769 39	35,651 20
Miscellaneous office expenses	54,474 14	39,548 44	72,859 36	66,677 85
Store expenses	47,931 82	26,704 32	33,253 11	35,617 08
Stable expenses	43,908 89	34,704 32	32,314 44	32,251 67
Advertising and attractions	39,706 15	42,872 62	30,535 14	46,538 97
Miscellaneous general expenses	154,432 11	248,619 47	219,486 07	201,892 73
Damages	536,273 01	448,295 28	385,105 42	316,053 62
Legal expenses	4,406 14	3,496 71	18,505 62	24,163 21
Miscellaneous legal expenses	53,089 47	19,049 50	33,631 04	37,226 73
Rent of land and buildings	29,651 68	30,950 71	31,776 00	36,008 10
Rent of track and terminals	90,751 33	84,529 49	115,404 19	127,490 89
Insurance	148,309 85	135,251 46	171,723 46	181,751 94

It must be understood that for 1913, 1914, and 1915 no details were received from certain corporations.

PUBLIC SERVICE.

There were 562,302,373 passengers carried by electrical railways in 1915, as compared with 614,709,819 in 1914.

Freight had a total of 1,433,602 tons, representing a decrease, as against 1914, of 412,321 tons.

Passenger cars had a mileage of 95,368,038, as against 97,114,254 for the preceding year.

Freight, mail and express car mileage was 1,596 791. For 1914 it was 1,803,554.

The following statement shows the growth of passenger traffic since 1901:—

1901	120,934,656
1902	137,681,402
1903	155,662,812
1904	181,689,998
1905	203,467,317
1906	237,655,074
1907	273,999,404
1908	299,099,309
1909	314,026,671
1910	360,964,876
1911	426,296,792
1912	488,865,682
1913	597,863,801
1914	614,709,819
1915	562,302,373

EQUIPMENT.

The following statement will show the number and classes of cars in service in 1915, with the figures for the six preceding years:—

Classes of Cars, etc.	1909.	1910.	1911.	1912.	1913.	1914	1915.
Passenger, closed	1,689	1,795	1,985	2,049	2,042	2,121	2,447
Passenger, open	1,017	994	990	866	863	856	824
Passenger, combination	337	337	455	574	930	1,104	792
Freight	152	282	357	483	591	649	693
Mail, express and baggage	20	25	33	33	35	35	40
Combination, freight	7	7	5	7	9	8	23
Work	85	87	108	103	211	236	216
Snow ploughs	54	62	60	57	61	61	58
Sweepers	90	97	106	112	123	131	127
Miscellaneous	92	103	2,252	194	124	115	109
Total	3,544	3,789	4,325	4,478	4,989	5,316	5,329

EMPLOYEES.

Electric railways in 1915 had 14,795 employees, or 1,556 less than for the year 1914.

The salaries and wages bill for the year amounted to $10,781,199.04, as compared with $11,845,463.76 for the year preceding.

Salaries and wages were equal to 59·5 per cent of operating expenses, as against 61·9 for 1914.

Employees.	1909.	1910.	1911.	1912.	1913.	1914.	1915.
General administration—							
General officers	132	150	163	159	171	146	132
General office clerks	413	553	694	744	839	950	771
Maintenance—							
Superintendents	72	71	89	90	99	102	99
Other employees	3,548	3,633	4,546	4,922	5,823	5,077	4,121
Transportation—							
Superintendents	100	102	111	118	148	151	144
Other employees	6,922	6,881	8,157	8,727	9,271	9,769	9,528
Total	10,557	11,390	13,671	14,760	16,351	16,195	14,795

ACCIDENTS.

On a succeeding page will be found the facts with respect to accidents, as far as the returns received are concerned. The failure of the Montreal Tramways Company and the St. John Railway—two large corporations—to report at all prevents the working out of comparative data.

SUMMARIES.

Commencing with the year 1901, following is a summary of salient facts from the reports of electric railway companies:—

	1901.	1902.	1903.	1904.	1905.
Total mileage	1674·58	557·59	759·36	766·50	793·12
Paip-up capital	$39,076,018	$41,593,063	$47,096,453	$50,399,188	$61,033,321
Gross earnings	5,768,283	6,486,438	7,233,677	8,453,669	9,357,125
Net earnings	2,333,120	2,683,583	2,769,819	3,127,092	3,438,931
Earnings—passenger traffic	5,529,687	6,195,915	6,888,409	8,082,373	8,932,913
" freight	95,082	127,917	164,188	182,143	216,022
" mail and express	33,135	15,952	20,276	30,738	31,753
" other sources	110,377	146,652	160,803	158,353	176,435
Total operating expenses	3,435,162	3,802,855	4,472,858	55,326,516	5,918,194
Maintenance of way and buildings	310,892	445,837	481,236	606,146	629,656
Cost of motive power	502,101	541,087	777,201	1,377,199	1,240,001
Maintenance of cars	322,700	353,891	606,602	659,213	747,073
General and operating charges	2,299,468	2,462,038	2,607,817	2,683,957	3,301,462
Total car mileage	31,750,754	35,833,841	38,028,529	42,066,124	45,959,101
Passengers carried	120,934,656	135,681,402	155,662,812	181,689,998	203,467,217
Tons of freight carried	287,926	266,182	371,286	400,161	510,350

	1906.	1907.	1908.	1909.	1910.
Total mileage	813·74	814·52	992·03	988·97	1,047·07
Paid-up capital	$63,857,967	$73,567,795	$87,903,231	$91,604,989	$102,044,979
Gross earnings	10,966,871	12,630,430	14,007,049	14,611,484	17,100,789
Net earnings	4,291,834	4,971,624	5,311,170	4,962,501	5,383,276
Earnings—passenger traffic	10,438,000	12,013,421	13,233,724	14,080,755	16,125,995
" freight	288,105	344,367	346,021	386,092	575,537
" mail and express	35,041	41,951	54,883	110,452	68,604
" other sources	205,724	233,190	372,421	34,185	51,241
Total operating expenses	6,675,037	7,373,251	8,695,880	8,885,235	10,121,781
Maintenance of way and buildings	608,767	765,684	912,929	643,135	797,895
Cost of motive power	1,242,075	1,412,358	1,803,723	1,445,227	1,586,927
Maintenance of cars	894,460	1,060,783	1,118,925	[2]1,184,287	4,814,762
General operating charges	3,929,733	4,498,424	4,860,303	5,612,041	1,406,943
Total car mileage	50,618,836	53,361,227	56,964,881	60,152,846	65,249,166
Passengers carried	237,655,074	273,999,404	299,099,309	314,026,671	360,964,876
Tons of freight carried	506,024	479,731	732,475		852,294

	1911.	1912.	1913.	1914.	1915.
Total mileage	1,223·73	1,308·17	1,356·63	1,560·82	1,590 29
Paid-up capital	$111,532,347	$122,841,946	$141,235,631	$147,595,342	$150,585,312
Gross earnings	20,356,952	23,499,250	28,216,111	29,691,007	26,922,900
Net earnings	6,592,335	5,937,031	6,434,742	9,330,561	8,791,058
Earnings—passenger traffic	19,130,376	22,007,750	19,794,400	21,181,328	18,879,689
" freight	744,179	1,025,372	1,211,871	1,123,910	982,041
" mail and express	88,233	78,819	72,516	84,515	79,696
" other sources	100,930	67,022	85,793	105,162	82,672
Total operating expenses	12,096,134	14,266,675	17,765,372	19,107,818	18,131,842
Maintenance of way and buildings	920,875	1,228,972	1,066,413	1,169,611	1,062,974
Cost of motive power	2,001,543	2,535,576	2,523,960	2,737,269	2,848,063
Operation of cars	5,768,085	6,770,560	6,534,718	7,323,843	7,109,406
General operating charges	1,610,099	1,871,627	1,897,738	2,031,646	1,824,514
Total car mileage	72,618,806	82,070,064	89,005,216	98,917,808	96,964,829
Passengers carried	426,296,792	488,865,682	597,863,801	614,709,819	562,302,373
Tons of freight carried	1,228,362	1,435,525	1,957,930	1,845,923	1,433,602

[1]Improperly included, double track and siding. [2]Maintenance.

ACCIDENTS.

Year.	Killed.				Injured.				Passengers		
	Passengers.	Employees.	Others.	Total.	Passengers.	Employees.	Others.	Total.	Number carried.	Killed, one in every	Injured, one in every
1901	3	1	11	15	158	58	98	314	120,934,656	40,311,552	255,137
1902	9	1	22	32	410	33	120	563	137,681,402	15,297,933	335,808
1903	10	7	22	39	504	62	212	778	155,662,812	15,566,281	308,855
1904	10	3	40	53	508	64	272	844	181,689,998	18,168,999	357,657
1905	30	3	23	56	862	87	347	1,296	203,467,317	6,782,243	236,041
1906	11	2	34	47	1,085	127	441	1,653	237,655,074	21,605,006	219,327
1907	27	7	37	71	988	216	532	1,736	273,999,404	10,148,126	277,327
1908	18	6	43	67	1,156	188	539	1,883	299,099,309	16,616,628	258,736
1909	11	7	50	68	1,303	218	618	2,139	314,026,671	28,547,879	241,061
1910	14	13	68	95	1,595	227	716	2,538	360,964,876	25,783,205	226,310
1911	11	8	83	102	1,784	300	586	2,670	426,296,792	38,754,254	238,955
1912	16	8	86	110	1,950	442	736	3,128	488,865,682	30,554,180	156,287
1913	17	12	44	73	1,662	392	490	2,544	.....	.....	.....
1914	9	13	42	64	1,757	469	581	2,807	.....	.....	.....
1915	14	6	44	64	1,554	413	638	2,605	.....	.....	.....

See explanatory paragraph on preceding page.

I have the honour to be, sir,
Your obedient servant,
J. L. PAYNE,
Comptroller of Statistics.

RAILWAY STATISTICS

TABLE 1.—Location of Steam Railways of the Dominion of Canada, to June 30, 1915.

Name of Railway.	Description.	Distance. Miles.	Total.
Alberta Railway and Irrigation Co. (now, Can. Pac. R'ly)			
Alberta Southern (abandoned)	Harvey Branch Junction to Alma, N.B	16·00	
	Harvey Branch, Albert to Harvey Bank, N.B	3·00	
			19·00
Algoma Central and Hudson Bay	Sault Ste. Marie to Hearst Junction—Main line	292·87	
	Branch—Michipicoten to Hawk Lake	24·38	
	Other branches	30·56	
			347·81
Algoma Eastern, formerly Manitoulin and North Shore	Sudbury to Mile 83·89	83·89	
	Branches	5·05	
			88·94
Atlantic, Quebec and Western	Paspebiac to Gaspé		102·42
Bedlington and Nelson	International boundary at Port Hill to Jct. Can. Pac. Ry. at Wilkes		12·04
Brandon, Saskatchewan and Hudson Bay	International boundary at Bannerman to Brandon, Man		69·45
British Yukon	White Pass to Whitehorse Spur, Y.T	90·32	
	Macrae to Pueblo, Y.T	10·80	
			101·12
Canada and Gulf Terminal	Mont Joli to Matane		35·80
Canadian Northern Ry. System	(*a*) Main Line—Port Arthur to Rainy River	284·80	
	" International Boundary, Man. to Paddington Junction	106·62	
	" Beaver to Peace River Junction	785·12	1,176·54
	(*b*) Branches—Twin City Jct. to North Lake	59·15	
	" Emerson Junction to South Jct	72·69	
	" St. James to Gypsumville	158·01	
	" Grosse Isle to Hodgson	80·98	
	" Greenway to Deloraine	80·18	
	" Paddington to Grande Marias	58·64	
	" Carman Junction to Somerset	78·90	
	" Hartney to Virden	37·41	
	" Deerfield to Steep Rock	12·36	
	" Oakland to End of Steel	45·98	
	" Brandon Junction to Carberry Jct	22·85	
	" Rossburn Junction to Ross Junction	190·57	
	" Hallboro to Beulah	75·43	
	" Neepawa Junction to McCreary Jct	70·41	
	" Ochre River to End of Steel	14·90	
	" Arizona Junction to C. N. Junction	299·44	
	" Maryfield to Bengough	184·41	
	" Luxton to Bienfait	16·60	
	" Radville to South Moose Jaw	85·66	
	" Gravelbourg Jct. to Gravelbourg	79·25	
	" North Junction to Prince Albert	360·62	
	" Sifton Junction to Winnipegosis	21·10	
	" Thunderhill Jct. to Preeceville	72·90	
	" Hudson Bay Junction to La Pas	88·06	
	" Melfort to St. Brieux	21·91	
	" Canora to Sturgis	21·44	
	" Saskatoon to Calgary	399·27	
	" Prince Albert to Denholm	116·55	

TABLE 1.—Showing Location of Railways, etc.—*Continued.*

Name of Railway.	Description.	Distance. Miles.	Total.
Canadian Northern Ry. System—*Con.*	(*b*) Branches—Shellbrook to Big River	56·85	
	" Delisle to Dumblane	59·70	
	" Elrose Junction to Elrose	50·13	
	" Dalmeny to Laird	28·13	
	" North Battleford to Turtleford	56·74	
	" St. Albert to Athabasca	85·19	
	" Edmonton Junction to Stony Plains	19·94	
	" Battleford Jct. to Battleford	7·91	
	" Edmonton to Stratheona	7·81	
	" Peace River Junction to Sangude	31·65	
	" Munson Junction to Vegreville	161·28	
	" Warden to Nordegg	174·48	
	" Camrose to Strathcona	47·28	
	" Various Spurs	183·44	
	" International Boundary, Ont. to International Boundary, Man	43·70	3,796·20
			43·70
	" Winnipeg to Beaver	75·64	
	" Portage Jct. to International Boundary, Minn	62·80	
	" Morris to Brandon	145·30	
	" Hartney Junction to Hartney	50·90	
	" Delta Junction to Detla	14·80	
	" Various Spurs and Transfer Tracks	6·24	
			355·68
	" Regina to Prince Albert	250·02	
	" Craven Junction to Craven	4·38	
			254·40
	" Duluth to Virginia	81·28	
	" Various Spurs	2·74	
			84·02
	" Virginia to Ranier	87·74	
	" Various Spurs	5·68	
			93·42
	" D. W. & P. Jct., near 44th Ave. West, to Chicago, St. Paul, Minneapolis, and Omaha Ry. Property Line, 14th Ave., West	2·73	
	" Duluth Transfer Railway, connection, to Wisconsin State Line	0·64	
	" Wisconsin State Line, to Lake Superior Terminal & Transfer Ry. Property Line	1·38	
	" D. W. & P. Connection, at Ramsay Stores, West Duluth, to Northern Pacific Connection, Grassy Point	0·87	
	" S. S. T. & T. Westerly Property Line, Superior Division, to Banks Ave., Superior and two connections to C. St. P. M. & O. Ry. Freight Yards	0·62	
	" 14th Ave. West Duluth, Minn., to Chicago, St. Paul, Minn., and Omaha Ry. Passenger Station, 5th Ave. West, Duluth	0·88	
	" Ranier to Fort Frances	2·80	
			9·92
	" Rosedale to Parry Sound Junction	145·40	
	" Parry Sound Jct. to Sudbury Junction	112·50	
	" Sudbury Junction to Ruel	65·70	
	" East Don to Deseronto	133·90	
	" Sydenham to Ottawa	86·66	
	" Ottawa Junction to Hawkesbury	58·60	
			602·76
	" Toronto (Cherry Street) to Rosedale	2·19	
	" James Bay Jct. to Canada Atlantic Junction	1·00	

TABLE 1.—Showing Location of Railways, etc.—*Continued.*

Name of Railway.	Description.	Distance. Miles.	Total.
Canadian Northern Ry. System—*Con.*	(*b*) Branches—Parry Sound Junc. to Parry Sound	0·40	
	" Key Junc. to Key Harbour	6·20	
	" Sudbury Junction to Sudbury	5·20	
	" North Bay to Capreol	83·00	
	" Sellwood Junction to Sellwood	5·20	
	" Udney to Atherley	7·40	
			110·59
	" Oshawa to Toronto and Eastern Ry	2·86	
	" Sudbury & Algoma and Eastern Ry	2·39	
	" Garson Junction to Garson Mines	3·70	
	" Various Spurs	19·09	
			28·04
	" Rosedale to Toronto (Union Station)	3·80	
	" Atherley to Orillia	2·80	
			6·60
	" Picton to Trenton Junction	32·17	
	" Trenton to Maynooth	100·76	
			132·93
	" Ormsby to Coe Hill	7·20	
			7·20
	" O. B. & N. Junction to Cordova	9·60	
			9·60
	" Deseronto to Bannockburn	75·40	
	" Yarker to Sydenham	10·60	
			86·00
	" Kingston to Harrowsmith	19·00	
			19·00
	" York River Jct. to Kinmount Jct	51·90	
			51·90
	" Brockville to Westport	45·00	
			45·00
	" Quebec to Montreal	176·07	
	" Joliette to Hawkesbury	67·05	
			243·12
	" Garneau Jct. to Riv. a Pierre	39·84	
	" Montmorency Branch	7·22	
	" Shawinigan Jct. to Shawinigan Falls	3·41	
	" St. Jacques Jct. to Rawdon	15·88	
	" St. Jerome Jct. to Huberdeau	45·28	
	" Spurs, Business and Various	7·33	
			118·96
	" Quebec to Chicoutimi	227·00	
			227·00
	" Chambord Jct. to Roberval Mill	13·30	
	" La Tuque Junc. to La Tuque	39·60	
	" Valcartier to Clarks	5·50	
	" Roberval to Roberval Wharf	1·00	
			59·40
	" Halifax to Yarmouth	246·60	246·60
	" Bridgewater Junction to Port Wade	92·50	
	" Caledonia Junction to Caledonia	22·11	
	" Mahone Junction to Luxemburg	7·00	
	" Liverpool to Rapid Falls	4·98	
	" Shellburne to Battery Pt. Wharf	1·11	
	" Nictaux to Torbrook Mines	4·16	
			131·86
	" Intercolonial Junction to Halifax	1·70	
	" Middleton Junction to Middleton	0·60	
			2·30
			7,942·74
Canada Southern	Main Line—Windsor, Ont., to Suspension Bridge, Niagara Falls	236·18	
	Amherstburg Branch—Essex Centre to Amherstburg	16·83	
	St. Clair Branch—St. Clair Junction to Courtwright	60·48	

TABLE 1.—Showing Location of Railways, etc.—*Continued.*

Name of Railway.	Description.	Distance. Miles.	Total.
Canada Southern—*Con.*	Fort Erie Branch—Fort Erie to Welland Junction	17·50	
	Erie and Niagara Branch—Old Fort Erie to Niagara	30·60	
	Oil Springs Branch—Oil Springs to Oil City	5·50	
Leased	Sarnia, Chatham and Erie—Oil City to Petrolia	7·00	
"	Leamington and St. Clair—Comber to Leamington	15·95	
			380·04
Canada Eastern, now included in Intercolonial Railway	Late Northern and Western of New Brunswick	..	
	Fredericton to Loggieville	125·00	
Canadian Pacific—			
Owned	Main Line—Montreal to Vancouver	..	2,899·60
	Branches—Dunmore to Crows Nest	209·50	
	" Quebec to St. Martins Junction	159·80	
	" Piles Junction to Grand Piles	26·90	
	" Berthier Junction to Berthier	2·10	
	" Lauvraie to St. Felix	16·70	
	" Ste. Thérèse Junction to St. Jerome	13·30	
	" St. Thérèse to St. Eustache	6·00	
Montreal and Western	" St. Jerome to Labelle	66·90	
	" St. Lin Junction to St. Lin	15·10	
	" Buckingham Stn. to Buckingham Village	3·20	
Brockville and Ottawa Ry.	" Carleton Junction to Brockville	44·70	
	" Sudbury to Sault Ste. Marie	180·40	
	" Sudbury to Copper Mines	5·80	
	" Dyment to Ottamine	6·90	
	" Molson to Lac du Bonnet	21·50	
	" McGregor to Varcoe	55·50	
	" Whittier Junction to Emmerson	63·80	
	" Rugby Junction to Manitou	100·40	
	" Rugby Junction to Gimli	56·50	
	" Rosenfeldt to Gretna	13·80	
	" Rugby Junction to Arborg	74·30	
	" Rudyard to Kaleida	6·20	
	Souris Branch—Kenmay to Estevan	156·20	
	Souris Branch—Glenboro' to Souris	46·00	
	Souris Branch—Deloraine to Napinka	18·60	
	Branches—Schwitzer Junction to Regina	210·30	
	" North Portal to Pasqua	160·60	
	" New Westminster Junction to New Westminster	8·20	
Lake Temiskaming Colonization	" Mattawa to Kippewa	46·70	
	" Mission Junction to Huntingdon	10·00	
	" Revelstoke to Arrow Head	27·40	
	" Vancouver to Coal Harbour	1·20	
	" Three Forks to Sandon	4·30	
	" Wood Bay to Windy Gates	32·40	
	" Deloraine to Lyleton	37·40	
	" Fernie to Fernie Mines	5·00	
	" Kirkella to Hardisty	561·70	
	" Marysville Junction to Marysville	0·90	
	" Crows Nest to Kootenay Landing	182·00	
	" Selkirk Junction to Selkirk	1·30	
	" Wolseley to Reston	122·40	
	" Lauder to Alida	54·70	
	" Bolton Junction to Romford	227·00	
	" Colwyn to Outlook	118·80	
	" Stoughton to Assiniboia	148·30	
	" Langdon to Acme	39·80	
	" Kipp to Aldersyde	85·10	
	" Kerrobert to Macklin	46·40	
	" Molson to Whittier	43·60	
	" Kerrobert to Outlook	102·50	
	" Euston to Bulyea	18·80	
	" Creey to Colonsay	133·20	
	" Irricana to Standard	36·50	

TABLE 1.—Showing Location of Railways, etc.—*Continued.*

Name of Railway.	Description.		Distance. Miles.	Total.
Canadian Pacific—*Con.*				
Alberta Ry. & Irrigation Co.	Branches	Lethbridge to Coutts	66·20	
	"	Stirling to Cardston	46·60	
	"	Curle to Vantage	49·60	
	"	Kelfield to Brass	27·90	
	"	Swift Current to Vanguard	44·00	
	"	Bush to Cutknife	27·80	
	"	Bassano to Standard	35·50	
	"	Java to Empress	111·50	
	"	Port Moody Spur	3·20	
	"	North Star to end of track	19·20	
	"	Rural to Bush	42·80	
	"	Virden to McAuley	36·50	
	"	Sanger to Lander	35·50	
	"	Assiniboia to Shaunavon	118·20	
	"	Hooper to Neptune	53·60	
	"	Retallack to Kaslo	18·10	
	"	Suffield to Lomond	83·70	
	"	Gimli to Riverton	25·40	
	"	Snowflake to Fallison	9·80	
	"	Shaunavon to Altawan	84·40	
	"	Bassano to Empress	118·30	
	"	Gleichen to Shepherd	41·00	
	"	Forth to Ullin	64·70	
	"	Stirling to Foremost	49·20	
				4,802·70
		Total mileage owned		7,702·30
Lines leased	Atlantic and Northwest (in Canada)—			
	South end Lachine Bridge to Maine boundary, Que	182·10		
	Payne to Eganville, Ont	19·20		
	Portion through U.S. territory	144·50		
			345·80	
	St. Lawrence and Ottawa—			
	Ottawa to Prescott, Ont	51·80		
	Chaudiere Junction to Sussex St., Ottawa	6·60		
			58·40	
	Ontario and Quebec—			
	Montreal (Windsor Sta.) to Montreal Jct	4·80		
	Mile End to Adirondack Jct	10·10		
	St. Luc Jct. to Western Jct	2·10		
	Montreal Jct. to Toronto (Union Station)	339·30		
	Leaside Jct. " "	5·30		
	London to Windsor	112·60		
			474·20	
	Credit Valley—			
	Toronto Junction to St. Thomas	116·90		
	Streetsville Junction to Melville Jct	31·80		
	Cataract to Elora	27·30		
			176·00	
	West Ontario Pacific—Woodstock to London		26·80	
	Toronto, Grey and Bruce—			
	Toronto Junction to Owen Sound	116·50		
	Fraxa Junction to Teeswater	67·90		
	Wingham Junction to Wingham	4·50		
	Mount Forest Tank to Mount Forest	1·20		
			190·10	
	Guelph Junction—			
	Guelph Junction on Credit Valley Ry. to Guelph		15·20	
	Joliette and Brandon—			
	St. Felix to St. Gabriel de Brandon		10·90	

TABLE 1.—Showing Location of Railways, etc.—*Continued.*

Name of Railway.	Description.	DISTANCE. Miles.	Total.
Canadian Pacific—*Con.* Leased Lines	Montreal and Ottawa—		
	Vaudreuil to Jct. with Canada Atlantic 86·60		
	Rigaud to Pt. Fortune 6·80		
		93·40	
	Lindsay, Bobcaygeon and Pontypool—		
	Burketon Junction to Bobcaygeon	38·70	
	Toronto, Hamilton and Buffalo—		
	Hamilton Junction to Hamilton	2·70	
	Cap de la Madeleine—		
	From Main Line C.P.R., at Junction with Piles Branch to Cap de la Madeleine	2·30	
	New Brunswick—		
	Woodstock to Maine Boundary 59·50		
	Newburg Junction to Gibson 59·10		
	Aroostock Junction to Edmundston 57·10		
	Portion in U.S. 29·20		
		204·90	
	St. John and Maine—		
	Vanceboro to St. John 90·30		
	Fairville to West St. John 3·40		
		93·70	
	Fredericton—		
	Fredericton Junction to Fredericton	22·20	
	New Brunswick and Canada—		
	McAdam Junction to St. Stephen 33·90		
	Watt Junction to St. Andrews 27·50		
	McAdam Junction to Woodstock 51·10		
	Debec Junction to Maine boundary 5·00		
	Portion in U.S. 3·00		
		120·50	
	St. Stephen and Milltown Ry.—		
	St. Stephen to Milltown	4·60	
	Tobique Valley—		
	Perth Centre to Plaster Rock	27·50	
	Manitoba and Northwestern—		
	Portage-la-Prairie to Lanigan 348·80		
	Binscarth to Russell 11·30		
	Bradenbury South 1·00		
	Saskatchewan and Western—Minnedosa to Gauthier Junction 18·30		
		379·40	
	Manitoba Southwestern Colonization—		
	Manitou to Deloraine 100·50		
	Rugby Junction to Glenboro' 102·70		
	Elm Creek to Carman 12·20		
		215·40	
	Great Northwest Central—		
	Chater to Miniota 71·30		
	Forrest to Lenore 40·90		
		112·20	
	British Columbia Southern—		
	Nelson to Proctor 20·40		
	Yahk to Kingsgate 10·50		
		30·90	
	Northern Colonization—		
	Labelle to Mont Laurier	58·00	
	Shuswap and Okanagan—		
	From Junction with C.P.R. at Sicamous to Lake Okanagan	51·00	
	Nakusp and Slocan—		
	Nakusp on Arrow Lake to Three Forks of Carpenter's Creek, B.C. 36·40		
	Parapet to Retallack 7·50		
		43·90	

TABLE 1.—Showing Location of Railways, etc.—*Continued.*

Name of Railway.	Description.	Distance. Miles.	Total.
Canadian Pacific—*Con.* Leased Lines	Columbia and Western—		
	Castlegar Junction to Midway 100·90		
	Castlegar Junction to Rossland 29·30		
	Trail to Smelter Junction 1·40		
	Mining Spurs, including Rossland to LeRoi 26·80		
		158·40	
	Kootenay and Arrowhead—		
	Lardo to Gerrard	33·20	
	Columbia and Kootenay—		
	Nelson to Robson 27·40		
	Spur to mouth of Kootenay River ·80		
	Slocan Junction to Slocan 31·30		
		59·50	
	Vancouver and Lulu Island—		
	Vancouver to Steveston 16·90		
	Eborne extension 10·00		
		26·90	
	Calgary and Edmonton—		
	Calgary Junction to Edmonton 192·80		
	Calgary Junction to Macleod Junction 107·30		
	Wetaskiwin to Hardisty 100·30		
	Lacombe to Kerrobert 223·10		
		623·50	
	Ottawa Northern and Western—		
	Hull to Waltham 77·60		
	Bremer to Maniwaki 80·70		
		158·30	
	Tillsonburg, Lake Erie and Pacific—		
	Ingersoll to Port Burwell 33·40		
	Embro to Ingersoll 9·30		
		42·70	
	Guelph and Goderich—		
	Guelph to Goderich 80·20		
	Linwood Junction to Listowel 16·20		
		96·40	
	Nicola, Kamloops and Similkameen—		
	Nicola to Spence's Bridge	47·00	
	Walkerton and Lucknow—		
	Walkerton to Saugeen Junction	37·60	
	Georgian Bay and Seaboard—		
	Port McNicoll to Bethany	88·30	
	St. Mary's and Western Ontario—		
	Embro to St. Mary's	15·70	
	Orford Mountain—		
	Eastman to Windsor 36·00		
	Eastman to Troy Junction 23·40		
		59·40	
	St. Maurice Valley—		
	Three Rivers to Grand Mere	27·40	
	New Brunswick Southern—		
	Shore Line Junction to Bay Shore Junction	80·60	
	South Ontario Pacific—		
	Guelph Junction to Grant Junction	16·40	
	Kingston and Pembroke—		
	Kingston to Renfrew	103·60	
	Kootenay Central—		
	Golden to Colvalli 166·70		
	Caithness to end of track 10·80		
		177·50	

TABLE 1.—Showing Location of Railways, etc.—*Continued.*

Name of Railway.	Description.	Distance. Miles.	Total.
Canadian Pacific—*Con.* Leased Lines	Southampton—		
	Southampton to Olis	12·60	
	Campbellford, Lake Ontario & Western—		
	Glen Tay to Agincourt	183·50	
	Glengarry and Stormont—		
	Soulanges to Cornwall	27·60	
	Total mileage leased		5,121·20
	owned		7,702·30
	in Can. Pac. system		12,823·50
Canadian Government Rys—	Intercolonial—		
	Halifax to St. Rosalie Junction	797·22	
	Windsor Junction to Woodside	14·94	
	Truro to Sydney	224·22	
	Moncton to St. John	89·31	
	St. Leonard Junction to Nicolet	16·40	
	River Ouelle Branch	6·19	
	St. Charles Junction to Chaudiere Junction	16·73	
	Dalhousie Branch	6·28	
	Stellarton to Oxford Junction	79·40	
	Brown's Point to Pictou	1·60	
	New Glasgow Junction to Pictou Landing	8·24	
	Pugwash Junction to Pugwash	4·54	
	Fredericton to Loggieville	124·39	
	Painsec Junction to Point du Chene	11·98	
	Ferrona Junction to Sunny Brae	12·48	
	Freight Branches	31·42	
	Sydney Mines Diversion	5·26	
			1,450·60
	Windsor Branch (32 miles) of I. C. Ry. is operated by Dominion Atlantic Ry.		
	Prince Edward Island—		
	Main Line—Tignish to Charlottetown	116·10	
	Charlottetown to Murray Harbour	47·80	
	Royalty Junction to Souris	54·70	
	Mount Stewart to Georgetown	24·40	
	Branch—Montague Junction to Montague	6·20	
	Branch—Emerald to Cape Traverse	11·80	
	Branches—Elmira to Harmony Junction	9·90	
			275·20
			1,725·80
Cape Breton Railway	Point Tupper to St. Peters	30·00	
	Terminal to St. Peters	1·00	
			31·00
Carnquet	From Gloucester Junction, Intercolonial Railway, 5 miles south to Bathurst Station, easterly along the south shore of Baie des Chaleurs to Shippigan Harbour, N.B.		68·00
Crows Nest Southern	International Boundary at Gateway to Michel, B.C.		74·18
Cumberland Railway and Coal Company (formerly Spring Hill and Parrsboro')	Spring Hill Junction, Intercolonial Railway, to Spring Hill Coal Mines, N.S., and Parrsboro', on the Bay of Fundy		32·00

TABLE 1.—Showing Location of Railways, etc.—*Continued.*

Name of Railway.	Description.	Distance. Miles.	Total.
Dominion Atlantic, comprising Windsor and Annapolis, Yarmouth and Annapolis and Cornwallis Valley and lease of Windsor Branch of Intercolonial and Midland of Nova Scotia	Windsor to Yarmouth	169·98	
	Branches—		
	From Kentville to Kingsport, on Basin of Minas (formerly Cornwallis Valley Railway)	14·60	
	Windsor Branch of I.C.R.—Windsor to Windsor Junction, Intercolonial Railway, 14 miles from Halifax, leased	31·69	
	Windsor to Truro	57·40	
			274·16
Eastern British Columbia	Corbin to McGillivray, B.C		14·00
Elgin and Havelock	From Elgin, County of Albert, N.B., to Petitcodiac Junction with Intercolonial Railway; thence to Havelock in County of Kings, N.B	27·00	
	Havelock to Keith's Mills	1·00	
			28·00
Essex Terminal	Grand Trunk Junction to Sandwich	8·50	
	Windsor Branch Line	1·50	
			10·00
Esquimalt and Nanaimo	Victoria to Courtenay, Island of Vancouver	139·70	
	Hayward Jct. to Cowichan Lake	18·00	
	Parksville Jct. to Port Alberni	38·80	
	Osborne Bay to Crofton	2·50	
			199·00
Fredericton and St. Mary's Ry. Bridge, now in Intercolonial Ry	Over the St. John River, connecting the Fredericton Railway, at Fredericton, with the New Brunswick Railway, and Canada Eastern Ry., at St. Mary's		35·00
Fredericton and Grand Lake	Fredericton to Minto		35·00
Grand Trunk (owned)—			
Montreal Division		395·63	
Ottawa Division		396·49	
Belleville Division		772·26	
Barrie Division		439·38	
Hamilton Division		172·02	
London Division		374·77	
St. Thomas Division		243·65	
Stratford Division		532·47	
			3,326·67
Leased and partly owned	Buffalo and Lake Huron Ry.		
	Fort Erie to Goderich	162·01	
			162·01
	Total mileage owned and leased		3,551·64
Central Counties	Glen Robertson to Hawkesbury South Indian to Rockland	38·49	
Pembroke Southern	Golden Lake to Pembroke	21·36	
Temisk'g and N'thn. Ont.	Nipissing Jct. to North Bay Yards	3·11	
			224·97
St. Clair Tunnel and approaches	Under the St. Clair River, between Sarnia and Port Huron—connecting the Grand Trunk Railway with railways in State of Michigan		2·25
	(Length of tunnel between portals 6,000 ft., cylindrical in section with clear inside diameter of 19 feet 10 inches.)		
Grand Trunk Pacific	Winnipeg to Wolf Creek	915·47	
	Port Arthur to Superior Jct.	188·80	
	Wolf Creek to Prince Rupert	830·87	
	Superior Jct. to Winnipeg	258·60	

TABLE 1.—Showing Location of Railways, etc.—*Continued.*

Name of Railway.	Description.	Distance. Miles.	Total.
Grand Trunk Pacific—*Con.*	Branches	16·25	
	Spurs	18·92	
			2,228·91
Gulf Shore, now, Caraquet	Junction with Caraquet Railway at Pokemouche to Tracadie		16·78
Hereford	From International Boundary to Lime Ridge, Quebec, connects with Canadian Pacific Railway at Cookshire, Maine Central at International boundary, and with Quebec Central at Dudswell		52·18
Interprovincial Railway, bridge and approaches, now included in Ottawa, Northern and Western	Across the Ottawa River at City of Ottawa	1·40	
Inverness and Richmond, now Inverness Ry. and Coal Co.	Inverness to Point Tupper Junction		60·91
International of New Brunswick	Campbellton to St. Leonards		111·30
Kaslo and Slocan (Can. Pac. Ry.)			
Kent Northern	Richibucto, N.B., to Kent Jct., Intercolonial Railway		27·00
Kettle Valley	Carson to Lynch Creek, B.C.	22·19	
	Midway to Penticton	133·44	
	Penticton to Princeton	71·42	
	Brookmere to Merritt	28·70	
			255·75
Klondike Mines	Dawson City to Sulphur Springs		31·81
Lake Huron and N. Ontario			17·16
Lotbiniere and Megantic	Lyster Station, Grand Trunk, to St. Jean des Chaillons		30·00
Lake Erie and Detroit River	Walkerville, Ont., to St. Thomas	126·78	
Erie and Huron	Rondeau to Sarnia	72·03	
			198·81
London and Port Stanley	London to Port Stanley on Lake Erie		23·66
Maganetawan River	Burks Falls, on Grand Trunk Ry., to Maganetawan River		1·91
Maritime Coal, Railway and Power Co.	Macean to Joggins Coal Mine		15·00
Midland of Nova Scotia (formerly Stewiacke Valley)	From Windsor to Truro, N.S., *see* Dominion Atlantic Railway.		
Massawippi Valley	From Lennoxville to Vermont boundary, there connecting with Connecticut and Passumpsic Rivers Railway; also connects with Grand Trunk and C.P.R. at Lennoxville	31·95	
	Branch—Stanstead Junction to Stanstead	3·51	
			35·46
Manitoba Gt. Northern	International Boundary at Gretna to Portage la Prairie	76·52	
	International Boundary near Haskett to Morden	15·25	
			91·77
Midland of Manitoba	Terminals at Winnipeg		6·40
Montreal and Vermont Jct.	From Junction with Stanstead, Shefford and Chambly Railway, 2¾ miles east of St. John, P.Q., to Junction with Vermont and Canada Railway, at Vermont boundary; also connects at Stanbridge with Lake Champlain and St. Lawrence Junction Railway		23·60
Montreal, Portland and Boston, now Montreal and Province Line	Junction with Grand Trunk at St. Lambert to Farnham	32·00	
	Marieville to St. Cesaire	8·60	
	Farnham to Freligsburgh	18·00	
			58·60

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TABLE 1.—Showing Location of Railways, etc.—*Continued.*

Name of Railway.	Description.	Distance.	
		Miles.	Total.
Montreal and Atlantic (formerly Southeastern)	Main Line—Farnham to Richford on International Boundary	43·70	
	Drummondville Junction to Drummondville	59·20	
Moncton and Buctouche	Moncton to Buctouche, N.B.		32·00
	Leased—Lake Champlain and St. Lawrence Junction—Stanbridge to St. Guillaume		60·50
	(Connects with Connecticut and Passumpsic, Grand Trunk and Stanstead, Shefford and Chambly Rys.)		
Morrissey, Fernie and Michel	From Swinton to Carbonado, B.C., and leased line		10·85
Napierville Junction	St. Constant Junction to Rouse's Point		27·06
National Transcontinental	Moncton to Chaudiere	455·15	
	Quebec Bridge to Fitzpatrick	126·49	
	Fitzpatrick to Parent	118·95	
	Parent to Doucet	102·92	
	Doucet to O'Brien	106·80	
	O'Brien to Cochrane	112·59	
	Cochrane to Hearst	129·08	
	Hearst to Grant	125·11	
	Grant to Armstrong	131·23	
	Armstrong to Graham	138·65	
	Graham to Redditt	123·70	
	Redditt to Winnipeg	128·70	
	Superior Junction to Fort William	188 80	
	St. Malo Branch	5·33	
			1,993·50
Nelson and Fort Sheppard	From Troup Junction to Waneta on International Boundary, B.C.		55·42
New Glasgow Iron, Coal and Railway Co., now Nova Scotia Steel and Coal Co.	Now included in Intercolonial Ry		
New Brunswick and Prince Edward Island	From Sackville Station, International Railway, to Cape Tormentine		35·79
New Brunswick Coal and Ry. Co.	From Norton to Minto		58·00
New Brunswick Southern (now Can. Pacific).			
New Westminster Southern	Douglas to South Westminster		23·73
North Shore	Adamsville to Mount Carlyle		8·63
Northern New Brunswick and Seaboard	Nipisiquit to Bathurst		19·80
Nosbonsing and Nipissing	From Lake Nosbonsing to Lake Nipissing		5·50
Orford Mountain (now Can. Pac. Ry.)			
Ottawa and New York	From Ottawa to International Boundary near Cornwall		56·90
Pembroke Southern (leased to Canada Atlantic)	From Pembroke to Golden Lake		21·36
Phillipsburg Ry. and Quarry Co.	Stanbridge Station of Canadian Pacific and Central Vermont Railways, to Phillipsburg, Missisquoi Co.		6·00
Princeton Branch of Washington Co., Ry., (U.S.), now Maine Central	International Boundary near Waring to International Boundary near Woodland		5·10
Quebec Bridge and approaches to connect adjacent railways	(Across St. Lawrence River at Quebec, under construction 10 miles.)		
Quebec Central	Main Line—Sherbrooke to Harlaka Junction, Intercolonial Railway, 5 miles from Levis, Quebec	138·00	
	Beauce Junction to St. Sabine	55·00	
	Tring Megantic—Tring Junction to Megantic	60·00	
	(Connects with Grand Trunk, Canadian Pacific and Boston and Maine Rys. at Sherbrooke.)		
			253·00

TABLE 1.—Showing Location of Railways, etc.—*Continued.*

Name of Railway.	Description.	Distance.	
		Miles.	Total.
Quebec, Montmorency and Charlevoix, now Quebec Ry., Light and Power Co.	Quebec to Cap Tourmente	27·50	
	Branches	3·32	
			30·82
Quebec Oriental	Metapedia Station to Paspebiac		100·00
Quebec, Montreal and Southern, comprising East Richelieu Valley Railway and United Counties	Noyan Junction to Bellevue Junction	81·09	
South Shore Railway	From Fortierville Junction with Grand Trunk at St. Lambert	109·69	
	St. Constant Junction to Napierville Junction	1·40	
			192·18
Red Mountain	From International boundary line at Patterson, B.C., to Rossland		9·59
Roberval-Saguenay	Bagotville to Ha-Ha Bay Junction	20·00	
	Latarriere Junction to Lake Kenogami.)	12·00	
	Labrosse Junction to Chicoutimi	3·40	
	Bagotville to St. Alexis	1·40	
			36·80
Rutland and Noyan	International boundary to Noyan Jct		3·39
Stanstead, Shefford and Chambly	From Junction with Montreal and Vermont Junction Railway, near St. Johns, Que., easterly to Waterloo		43·00
St. John Bridge and Railway Extension, now leased by Canadian Pacific Ry	From St. John to Fairville, crosses St. John River at the Falls by a cantilever steel bridge and connects Intercolonial Railway with New Brunswick Railway, C.P.R., included in Canadian Pacific System, 2 miles.		
St. John Valley and Riviere du Loup	From Fredericton, N.B., to Woodstock, N.B., 66 miles, of which 6 miles are built		
Salisbury and Albert (formerly Albert Railway)	Salisbury to Albert, N.B.		45·00
Schomberg and Aurora	Bond Lake, Ont., to Schomberg		14·40
St. Lawrence and Adirondack	From Jct. with Canada Atlantic near Valleyfield to International boundary	19·92	
	Beauharnois to Junction with Canadian Pacific at Adirondack Junction	12·90	
	Leased—Valleyfield to Beauharnois	13·30	
			46·12
St. John and Quebec	Fredericton to Centreville	88·69	
	Fredericton to Gagetown	30·13	
			118·82
St. Martins	Hampton to St. Martins		30·00
Sydney and Louisburg (Dominion Coal Co.)	Sydney Harbour to Louisburg Harbour	39·17	
	Branches to coal mines	28·67	
	Spurs	2·25	
			70·09
Temiskaming and Northern Ontario	North Bay to Cochrane	252·28	
	Englehart to Charlton	7·60	
	Iroquois Falls to Timmins	40·11	
	Earlton to Elk Lake City	28·50	
			328·49
Thousand Islands	Gananoque on St. Lawrence River to Thousand Islands Junction		6·33

TABLE 1.—Showing Location of Railways, etc.—*Concluded.*

Name of Railway.	Description.	Distance.	
		Miles.	Total.
Temiscouata	Riviere du Loup, Que., to Edmundston, N.B., on the New Brunswick Railway	81·00	
	Branch—Edmundston to Connors, on St. John River	32·00	
			113·00
Tillsonburg, Lake Erie and Pacific	Port Burwell to Ingersoll, now in Can. Pac. Ry		
Toronto, Hamilton and Buffalo, including Brantford, Waterloo and Lake Erie	Waterford Jct. with Canada Southern to Welland Junction with Canada Southern—passing through the city of Hamilton	79·88	
	Smithville to Dunnville	14·88	
	Hamilton to Grand Trunk Junction	0·27	
			95·03
Victoria and Sidney	Victoria to Sidney, B.C.		15·97
Victoria Termainal Railway and Ferry	City of Victoria		0·99
Vancouver, Victoria and Eastern	Laurier to Danville	16·47	
	Grand Forks Junction to Phœnix	25·82	
	Grand Forks to Granby Smelter	4·74	
	Midway to International Boundary	28·89	
	Chopaka to Coalmont	71·27	
	International Boundary to S. Westminster	21·05	
	International Boundary to Port Guichon	46·57	
	New Westminster to Vancouver	14·79	
	Burrard Inlet to Vancouver	2·16	
	Abbotsford to Kilgard	4·52	
	Coalmont to Brookmere	25·39	
			261·67
Wellington Colliery	Union Bay to Cumberland		10·75
York and Carleton	Junction with Canada Eastern Ry. at Cross Creek Station to Ryan Brook, N.B.		10·50
	Total mileage		35,582·44

TABLE 2.—SUMMARY of Mileage operated for the

No.	Name of Railway.	Single Track.					
		Line represented by Capital Stock.		Line of Proprietary Companies.	Line operated under Lease.	Line operated under Contract etc.	Line operated under Trackage Rights.
		Main line.	Branches and spurs.				
1	Algoma Central & Hudson Bay	317·25	21·23	9·33			0·98
2	Algoma Eastern	83·89	3·53		1·52		2·39
3	Atlantic, Quebec & Western	102·42					1·75
4	Bedlington & Nelson	12·04					
5	Brandon, Sask. & Hudson Bay	69·45					
6	British Yukon	85·80	15·32				
7	Canada & Gulf Terminal	35·80					
8	Canada Southern	226·18	153·86				16·91
	Canadian Government Railways—						
9	Intercolonial	1,419·18	31·42				40·30
10	Prince Edward Island	275·20					
11	Canadian Northern System	2,707·71	4,559·46		449·10	264·00	37·82
12	Canadian Pacific	2,899·60	4,802·70	3,497·50	1,496·90	126·80	93·90
13	Cape Breton	31·00					
14	Caraquet	68·00			16·78		
15	Crows Nest Southern	74·18					
16	Cumberland Railway & Coal Co	32·00					
17	Detroit River Tunnel	1·45					
18	Dominion Atlantic	169·98	72·49		31·69		14·29
19	Eastern B.C.	14·00					
20	Elgin & Havelock	27·00					
21	Esquimalt & Nanaimo	139·70	59·30				
22	Essex Terminal	8·50	1·50				
23	Fredericton & Grand Lake	35·00					
24	Grand Trunk	3,326·67				224·97	8·96
25	Grand Trunk Pacific	1,935·14	27·52			266·25	6·20
26	Hereford	52·18					
27	International of New Brunswick	111·30					
28	Inverness Railway & Coal Co	60·91					
29	Kent Northern	27·00					
30	Kettle Valley	255·75					38·51
31	Klondike Mines	31·81					
32	London & Port Stanley	23·66					0·42
33	Lotbiniere & Megantic	30·00					
34	Maganetawan River	1·91					
35	Maine Central (Princeton)	5·10					
36	Manitoba Great Northern	91·77					0·99
37	Maritime Coal, Railway & Power Co	12·00	3·00				
38	Massawippi Valley	31·95	3·51				
39	Midland of Manitoba	6·40					69·02
40	Montreal & Atlantic	102·90			60·50		
41	Montreal & Province Line	50·00	8·60				
42	Montreal & Vermont Junction	23·60					
43	Morrissey, Fernie & Michel	5·89			5·03		
44	Moncton & Buctouche	32·00					
45	Napierville Junction	27·06					
46	National Transcontinental	1,988·17	5·33				
47	Nelson & Fort Sheppard	55·42					5·42
48	New Brunswick Coal & Ry. Co	58·00					
49	New Brunswick & P. E. Island	35·79					
50	New Westminster Southern	23·73					1·48
51	North Shore	6·13	2·50				
52	Northern New Brunswick & Seab'rd	19·80					
53	Nosbonsing & Nipissing	5·50					
54	Ottawa & New York	56·90					1·94
55	Pere Marquette, in Canada	198·81					136·78
56	Phillipsburg Ry. & Quarry Co	6·00					
57	Quebec Central	138·00	115·00				
58	Quebec Oriental	100·00					
59	Quebec Ry., Light & Power Co	27·50				3·32	

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Year ending June 30, 1915—All Tracks—*Continued.*

Total Mileage operated.	Steel Rails.	Second Track.							
		Line represented by Capital Stock.		Line operated under Lease.	Line operated under Contract, etc.	Line operated under Trackage Rights.	Total Mileage operated.	Steel Rails.	
		Main line.	Branches and spurs.						
348·79	347·81								1
91·33	88·94								2
104·17	102·42								3
12·04	12·04								4
69·45	69·45								7
101·12	101·12								6
35·80	35·80								7
396·95	380·04	226·18	16·86			1·92	244·96	243·04	8
1,490·90	1,450·60	26·82					26·82	26·82	9
275·20	275·20								10
8,018·09	7,980·27								11
12,917·40	12,823·50	1,148·00		264·90			1,412·90	1,412·90	12
31·00	31·00								13
84·78	84·78								14
74·18	74·18								15
32·00	32·00								16
1·45	1·45								17
288·45	274·16					13·85	13·85		18
14·00	14·00								19
27·00	27·00								20
199·00	199·00								21
10·00	10·00								22
35·00	35·00								23
3,560·60	3,551·64	715·39			12·25	3·74	731·38	727·64	24
2,235·11	2,228·91	9·50			4·40	1·00	14·90	13·90	25
52·18	52·18								26
111·30	111·30								27
60·91	60·91								28
27·00	27·00								29
294·26	255·75								30
31·81	31·81								31
24·08	23·66								32
30·00	30·00								33
1·91	1·91								34
5·10	5·10								35
92·76	91·77								36
15·00	15·00								37
35·46	35·46								38
75·42	6·40								39
163·40	163·40	6·50					6·50	6·50	40
58·60	58·60								41
23·60	23·60								42
10·85	10·85								43
32·00	32·00								44
27·06	27·06								45
1,993·50	1,993·50								46
60·84	55·42								47
58·00	58·00								48
35·79	35·79								49
25·21	23·73								50
8·63	8·63								51
19·80	19·80								52
5·50	5·50								53
58·84	56·90								54
335·59	198·81					136·57	136·57		55
6·00	6·00								56
253·00	253·00								57
100·00	100·00								58
30·82	30·82								59

TABLE 2.—SUMMARY of Mileage operated for the

	Name of Railway.	Single Track.					
		Line represented by Capital Stock.		Line of Proprietary Companies.	Line operated under Lease.	Line operated under Contract etc.	Line operated under Trackage Rights.
		Main line.	Branches and spurs.				
60	Quebec, Montreal & Southern	190·78	1·40				
61	Red Mountain	9·59					
62	Rutland & Noyan	3·39					
63	Roberval & Saguenay	20·00	16·80				
64	Salisbury & Albert	45·00					
65	Schomberg & Aurora	14·40					
66	Stanstead, Shefford & Chambly	43·00					
67	St. Clair Tunnel	1·10					
68	St. Lawrence & Adirondack	32·82			13·30		8·80
69	St. Martins	30·00					
70	Sydney & Louisburg	39·17	28·67	1·05	1·20		
71	St. John & Quebec	118·82					
72	Temiscouata	113·00					
73	Temiskaming & Northern Ontario	252·28	76·21				
74	Thousand Islands	6·08		0·25			
75	Toronto, Hamilton & Buffalo	79·88	15·15				4·36
76	Vancouver, Victoria & Eastern	261·67					1·48
77	Victoria & Sidney	15·97					
78	Victoria Terminal Ry. & Ferry Co.	0·99					
79	Wabash, in Canada						245·40
80	York & Carleton	10·50					
	Final total	19,088·45	10·024·50	3,508·13	2,076·20	885·34	738·10

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Year ending June 30, 1915—All Tracks—*Continued.*

Total Mileage operated.	Steel Rails.	Second Track.							
		Line represented by Capital Stock.		Line operated under Lease.	Line operated under Contract, etc.	Line operated under Trackage Rights.	Total Mileage operated.	Steel Rails.	
		Main line.	Branches and spurs.						
192·18	192·18								60
9·59	9·59								61
3·39	3·39								62
36·80	36·80								63
45·00	45·00								64
14·40	14·40								65
43·00	43·00								66
1·10	1·10								67
54·92	46·12								68
30·00	30·00								69
70·09	70·09	1·00					1·00	1·00	70
118·82	118·82								71
113·00	113·00								72
328·49	328·49	1·70					1·70	1·70	73
6·33	6·33								74
99·39	95·03	9·79	0·27			0·38	10·44	10·06	75
263·15	261·67	7·12					7·12	7·12	76
15·97	15·97								77
0·99	0·99								78
245·40									79
10·50	10·50								80
36,320·54	35,582·44	2,152·00	17·13	264·90	16·65	157·46	2,608·14	2,450·68	

TABLE 2.—SUMMARY of mileage operated for the

Number.	Name of Railway.	Yard Track and Sidings.						
		Line represented by Capital Stock.		Line of Proprietary Companies.	Line op'rated under Lease.	Line op'rated under Contract, etc.	Line op'rated under trackage Rights.	Total mileage op'rated
		Main line.	Branches and spurs.					
1	Algoma Central & Hudson Bay	26·70	0·68	12·19				39·57
2	Algoma Eastern	6·59			3·95		1·04	11·58
3	Atlantic, Quebec & Western							
4	Bay of Quinte							
5	Bedlington & Nelson	0·54						0·54
6	Brandon, Sask'n & Hudson Bay	10·61						10·61
7	British Yukon							
8	Brockville, W'port & North Western							
9	Canada & Gulf Terminal	2·00						2·00
10	Canada Southern	175·14	46·64					221·78
	Can. Gov't Railways:—							
11	Intercolonial	365·49						365·49
12	Prince Edward Island							
13	Can. Northern	780·23			61·30	0·50		842·03
14	Canadian Pacific	2,691·70			1,062·20			3,753·90
15	Cape Breton							
16	Caraquet	3·55						3·55
17	Central Ontario							
18	Crows Nest Southern	13·63						13·63
19	Cumberland Ry. & Coal Co	16·00						16·00
20	Detroit River Tunnel							
21	Dominion Atlantic	15·74	9·74		5·50		6·00	36·98
22	Eastern B.C	2·19						2·19
23	Elgin & Havelock							
24	Esquimalt & Nanaimo	46·00						46·00
25	Essex Terminal							
26	Fredericton & Grand Lake							
27	Grand Trunk	1,341·86				43·72	5·41	1,390·99
28	Grand Trunk Pacific	393·94				91·73	13·88	499·55
29	Halifax and South Western							
30	Hereford	8·55						8·55
31	International of New Brunswick	1·50						1·50
32	Inverness Ry. & Coal Co	8·20						8·20
33	Irondale, Bancroft & Ottawa							
34	Kent Northern							
35	Kettle Valley	16·22					2·29	18·51
36	Klondike Mines	2·00						2·00
37	London & Port Stanley	9·77						9·77
38	Lobiniere & Megantic	3·00						3·00
39	Maganetawan River							
40	Maine Central (Princeton)							
41	Manitoba Great Northern	9·61						9·61
42	Maritime Coal, Ry. & Power Co		3·00					3·00
43	Massawippi Valley							
44	Midland of Manitoba	10·76						10·76
45	Montreal & Atlantic	40·10						40·10
46	Montreal & Province Line	2·50						2·50
47	Montreal & Vermont Junction	2·00						2·00
48	Morrissey, Fernie & Michel							
49	Moncton & Buctouche	2·00						2·00
50	Napierville Junction	3·36						3·36
51	National Transcontinental							
52	Nelson & Fort Sheppard	2·93						2·93
53	New Brunswick Coal & Ry. Co	7·00						7·00
54	New Brunswick & P.E. Island	4·49						4·49
55	New Westminster Southern	1·35						1·35
56	North Shore	1·37						1·37
57	Northern New B'k. & Seaboard							
58	Nosbonsing & Nipissing							
59	Ottawa & New York	9·54						9·54

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Year ending June 30, 1915—All Tracks—*Continued.*

TOTAL MILEAGE OPERATED—ALL TRACKS.

Steel.	Line represented by Capital Stock.		Line of proprietary companies	Line operated under lease.	Line operated under contract, etc.	Line operatåd under trackage rights.	Total mileage operated.	Steel rails	Number.
	Main line.	Branches and spurs.							
39·57	343·95	21·91	21·52			0·98	388·36	387·38	1
10·54	90·48	3·53		5·47		3·43	102·91	99·48	2
	102·42					1·75	104·17	102·42	3
									4
0·54	12·58						12·58	12·58	5
10·61	80·06						80·06	80·06	6
	85·80	15·32					101·12	101·12	7
									8
2·00	37·80						37·80	37·80	9
221·78	627·50	217·36				18·83	863·69	844·86	10
365·49	1,811·49	31·42				40·30	1,883·21	1,842·91	11
	275·20						275·20	275·20	12
842·03	3,487·94	4,559·46		510·40	264·50	37·82	8·860·12	8·822·30	13
3,753·90	6,739·30	4,802·70	3,497·50	2,824·03	126·80	93·90	18,084·20	17,990·30	14
	31·00						31·00	31·00	15
3·55	71·55			16·78			88·33	88·33	16
									17
13·63	87·81						87·81	87·81	18
16·00	48·00						48·00	48·00	19
	1·45						1·45	1·45	20
30·98	185·72	82·23		37·19		34·14	339·28	305·14	21
2·19	16·19						16·19	16·19	22
	27·00						27·00	27·00	23
46·00	185·70	59·30					245·00	245·00	24
	8·50	1·50					10·00	10·00	25
	35·00						35·00	35·00	26
1,385·58	5,383·92				280·94	18·11	5,682·97	5,664·86	27
485·67	2,338·58	27·52			362·38	21·08	2,749·56	2,728·48	28
									29
8·55	60·73						60·73	60·73	30
1·50	112·80						112·80	112·80	31
8·20	69·11						69·11	69·11	32
									33
	27·00						27·00	27·00	34
16·22	271·97					40·80	312·77	271·97	35
2·00	33·81						33·81	33·81	36
9·77	33·43					0·42	33·85	33·43	37
3·00	33·00						33·00	33·00	38
	1·91						1·91	1·91	39
	5·10						5·10	5·10	40
9·61	101·38					0·99	102·37	101·38	41
3·00	12·00	6·00					18·00	18·00	42
	31·95	3·51					35·46	35·46	43
10·76	17·16					69·02	86·18	17·16	44
40·10	149·50			60·50			210·00	210·00	45
2·50	52·50	8·60					61·10	61·10	46
2·00	25·60						25·60	25·60	47
	5·82			5·03			10·85	10·85	48
2·00	34·00						34·00	34·00	49
3·36	30·42						30·42	30·42	50
	1,988·17	5·33					1,993·50	1,993·50	51
2·93	58·35					5·42	63·77	58·35	52
7·00	65·00						65·00	65·00	53
4·49	40·28						40·28	40·28	54
1·35	25·08					1·48	26·56	25·08	55
1·37	7·50	2·50					10·00	10·00	56
	19·80						19·80	19·80	57
	5·50						5·50	5·50	58
9·54	66·54					1·94	68·38	66·44	59

TABLE 2.—SUMMARY of Mileage Operated for the

Number.	Name of Railway.	Yard Track and Sidings.						
		Line represented by Capital Stock.		Line of Proprietary Companies.	Line op'rat'd under Lease.	Line op'rat'd under Contract, etc.	Line op'rat'd under Trackage Rights.	Total Mileage op'rat'd
		Main line	Branches and spurs.					
60	Pere Marquette, in Canada	71·18	.....	.....	.....	.....	23·03	94·21
61	Phillipsburg Ry. & Quarry Co	.....	.....	.....	.....	.....	.....	.....
62	Quebec Central	.....	.....	.....	.....	.....	.....	.....
63	Quebec Oriental	.....	.....	.....	.....	.....	.....	.....
64	Quebec Ry. Light & Power Co	.....	6·93	.....	.....	.....	.....	6·93
65	Quebec & Lake St. John	.....	.....	.....	.....	.....	.....	.....
66	Quebec, Montreal & Southern	23·15	4·09	.....	.....	.....	.....	27·24
67	Red Mountain	3·07	.....	.....	.....	.....	.....	3·07
68	Rutland & Noyan	0·39	.....	.....	.....	.....	.....	0·39
69	Roberval & Saguenay	.....	.....	.....	.....	.....	.....	.....
70	Salisbury & Albert	5·00	.....	.....	.....	.....	.....	5·00
71	Schomberg & Aurora	.....	.....	.....	.....	.....	.....	.....
72	Stanstead, Shefford & Chambly	3·43	.....	.....	.....	.....	.....	3·43
73	St. Clair Tunnel	0·35	.....	.....	.....	.....	.....	0·35
74	St. Lawrence & Adirondack	6·83	.....	.....	4·75	.....	.....	11·58
75	St. Martins	.....	.....	.....	.....	.....	.....	.....
76	Sydney & Louisburg	.....	52·79	.....	.....	.....	.....	52·79
77	St. Johns & Quebec	.....	.....	.....	.....	.....	.....	.....
78	Temiscouata	9·30	.....	.....	.....	.....	.....	9·30
79	Temiskaming & Northern Ontario	86·97	21·05	.....	.....	.....	.....	108·02
80	Thousand Islands	1·00	.....	.....	.....	.....	.....	1·00
81	Toronto, Hamilton & Buffalo	65·42	2·81	.....	.....	.....	.....	68·23
82	Vancouver, Victoria & Eastern	50·34	.....	.....	.....	.....	.....	50·34
83	Victoria & Sidney	1·66	.....	.....	.....	.....	.....	1·66
84	Victoria Terminal Ry. & Ferry Co	0·58	.....	.....	.....	.....	.....	0·58
85	Wabash, in Canada	.....	.....	.....	.....	.....	.....	.....
86	York & Carleton	.....	.....	.....	.....	.....	.....	.....
	Final totals	6,366·83	147·73	12·19	1,137·70	135·95	51·65	7,852·05

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Year ending June 30, 1915—All Tracks—*Concluded.*

Total Mileage Operated—All Tracks.									
Steel.	Line represented by Capital Stock.		Line of proprietary. companies	Line operated under lease.	Line operated under contract, etc.	Line operated under trackage rights.	Total mileage operated.	Steel rails	Number.
	Main line.	Branches and spurs.							
71·18	269·99	.....	.....	.....	.....	296·38	566·37	269·99	60
.....	6·00	.....	.....	.....	.....	.....	6·00	6·00	61
.....	138·00	115·00	.....	.....	.....	.....	253·00	253·00	62
.....	100·00	.....	.....	.....	.....	.....	100·00	100·00	63
6·93	37·00	6·93	.....	.....	3·32	.....	47·25	47·25	64
.....	.....	.....	.....	.....	.....	.....	.....	.....	65
27·24	213·93	5·49	.....	.....	.....	.....	219·42	219·42	66
3·07	12·66	.....	.....	.....	.....	.....	12·66	12·66	67
0·39	3·78	.....	.....	.....	.....	.....	3·78	3·78	68
.....	20·00	16·80	.....	.....	.....	.....	36·80	36·80	69
5·00	50·00	.....	.....	.....	.....	.....	50·00	50·00	70
.....	14·40	.....	.....	.....	.....	.....	14·40	14·40	71
3·43	46·43	.....	.....	.....	.....	.....	46·43	46·43	72
0·35	1·45	.....	.....	.....	.....	.....	1·45	1·45	73
11·58	39·65	.....	.....	18·05	.....	8·80	66·50	57·70	74
.....	30·00	.....	.....	.....	.....	.....	30·00	30·00	75
52·79	40·17	81·46	1·05	1·20	.....	.....	123·88	123·88	76
.....	118·82	.....	.....	.....	.....	.....	118·82	118·82	77
9·30	122·30	.....	.....	.....	.....	.....	122·30	122·30	78
108·02	340·95	97·26	.....	.....	.....	.....	438·21	438·21	79
1·00	7·08	.....	0·25	.....	.....	.....	7·33	7·33	80
68·23	155·09	18·23	.....	.....	.....	4·74	178·06	173·32	81
50·34	319·13	.....	.....	.....	.....	1·48	320·61	319·13	82
1·66	17·63	.....	.....	.....	.....	.....	17·63	17·63	83
0·58	1·57	.....	.....	.....	.....	.....	1·57	1·57	84
.....	.....	.....	.....	.....	.....	245·40	245·40	.....	85
.....	10·50	.....	.....	.....	.....	.....	10·50	10·50	86
7,800·40	27,616·78	10,189·36	3,520·32	3,478·62	1,037·94	947·21	46,790·23	45,843·02	

TABLE 3.—SUMMARY of Single Track Railway Mileage Operated in Provinces for the Year ending June 30, 1915.

Mileage owned in NOVA SCOTIA on June 30.

Name of Railway.	1915.	1914.	Increase.	Decrease.
Canadian Northern System	378·46	378·46		
Canadian Government Railway—Intercolonial	505·01	503·64	1·37	
Cape Breton	31·00	31·00		
Cumberland Railway and Coal Co	32·00	32·00		
Dominion Atlantic, and	242·47	242·47		
Windsor Branch of Intercolonial	31·69	31·69		
*Halifax & South Western				
Inverness Railway & Coal Co	60·91	60·91		
Maritime Railway, Coal & Power Co	15·00	15·00		
Sydney & Louisburg (Dominion Coal Co.)	70·09	69·95	·14	
Total	1,366·63	1,365·12	1·51	

*Now in Canadian Northern System.

Mileage owned in PRINCE EDWARD ISLAND on June 30.

Canadian Government Railway—Prince Edward Island	275·20	279·23		4·03

Mileage owned in NEW BRUNSWICK on June 30.

Canadian Government Railway—Intercolonial	481·58	485·51		3·93
Canadian Pacific	531·80	520·00	11·80	
Caraquet and	68·00	68·00		
Gulf Shore	16·78	16·78		
Elgin & Havelock	27·00	28·00		1·00
Fredericton & Grand Lake	35·00	35·00		
International of New Brunswick	111·30	112·00		·70
Kent Northern	27·00	27·00		
Maine Central (Princeton Branch)	5·10	5·10		
Moncton & Buctouche	32·00	32·00		
National Transcontinental	256·29	258·00		1·71
New Brunswick Coal & Railway Co	58·00	58·00		
New Brunswick & Prince Edward Island	35·79	36·00		·21
North Shore	8·63	8·63		
Northern New Brunswick & Seaboard	19·80	19·80		
St. John & Quebec	118·82		118·82	
Salisbury & Albert	45·00	45·00		
St. Martins	30·00	30·00		
Temiscouata	44·00	44·00		
York & Carleton	10·50	10·50		
Total	1,962·39	1,839·32	130·62	7·55

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TABLE 3.—SUMMARY of Single Track Railway Mileage Operated in Provinces for the Year ending June 30, 1915—*Continued.*

Mileage owned in QUEBEC on June 30.

Name of Railway.	1915.	1914.	Increase.	Decrease.
Atlantic, Quebec & Western	102·42	104·50		2·08
Canadian Government Railway—Intercolonial	464·01	465·79		1·78
Canadian Pacific	1,063·30	1,063·60		·30
Canadian Northern System	638·48	657·42		18·94
*Canadian Northern Quebec				
Canada & Gulf Terminal	35·80	35·80		
Carillon & Grenville (not operated)		13·00		13·00
Grand Trunk	503·28	437·92	65·36	
" (Canada Atlantic) *see* Grand Trunk		66·38		66·38
Hereford	52·18	52·18		
Lotbiniere and Megantic	30·00	30·00		
Massawippi Valley	35·46	35·46		
Montreal & Atlantic	163·40	163·40		
Montreal & Province Line	58·60	58·60		
Montreal & Vermont Junction	23·60	23·60		
Napierville Junction	27·06	27·06		
National Transcontinental	699·41	28·30	671·11	
Phillipsburg Railway & Quarry Co	6·00	6·00		
Quebec Central	253·00	253·00		
Quebec Oriental	100·00	100·00		
*Quebec & Lake St. John				
Quebec Railway, Light & Power Co	30·82	30·82		
Quebec, Montreal & Southern	192·18	192·18		
Roberval & Saguenay	36·80	36·80		
Rutland & Noyan	3·39	3·39		
Stanstead, Shefford & Chambly	43·00	43·00		
St. Lawrence & Adirondack	46·12	46·12		
Temiscouata	69·00	69·00		
Total	4,677·31	4,043·32	736·47	102·48

*Now Canadian Northern System.

Mileage owned in ONTARIO on June 30.

Algoma Central & Hudson Bay	347·81	242·07	105·74	
Algoma Eastern	88·94	32·08	56·86	
*Bay of Quinte				
*Brockville, Westport & North Western				
Canada Southern	380·04	380·04		
Canadian Northern System	1,493·32	1,345·72	147·60	
*Canadian Northern Ontario				
Canadian Pacific	3,290·90	3,085·30	205·60	
*Central Ontario and Marmora Railway & Mining Co				
Detroit River Tunnel	1·45	1·45		
Essex Terminal	10·00	10·00		
Grand Trunk	3,048·36	2,668·21	380·15	
" (Canada Atlantic) now Grand Trunk		389·88		389·88
Grand Trunk Pacific	365·80	373·20		7·40
*Irondale, Bancroft & Ottawa				
Lake Erie & Detroit River (Pere Marquette)	198·81	198·81		
London & Port Stanley	23·66	23·66		
Maganetawan River	1·91	1·91		
National Transcontinental	943·80		943·80	
Nosbonsing & Nipissing	5·50	5·50		
Ottawa & New York	56·90	56·90		
Pontiac & Renfrew (not in operation)		4·25		4·25
Schomberg & Aurora	14·40	14·40		
St. Clair Tunnel	1·10	1·13		·03
Temiskaming & Northern Ontario	328·49	334·03		5·54
Thousand Islands	6·33	6·33		
Toronto, Hamilton & Buffalo	95·03	80·15	14·88	
Total	10,702·55	9,255·02	1,854·63	407·10

*Now Canadian Northern System.

TABLE 3.—SUMMARY of Single Track Railway Mileage Operated in Provinces for the Year ending June 30, 1915—*Continued.*

Mileage owned in MANITOBA on June 30.

Name of Railway.	1915.	1914.	Increase.	Decrease.
Brandon, Saskatchewan & Hudson Bay	69·45	69·45		
Canadian Northern System	2,201·39	1,913·43	287·96	
Canadian Pacific	1,728·10	1,692·60	35·50	
Grand Trunk Pacific	306·50	301·80	4·70	
Manitoba Great Northern	91·77	91·77		
Midland of Manitoba	6·40	6·40		
National Transcontinental	94·00		94·00	
Total	4,497·61	4,075·45	422·16	

Mileage owned in SASKATCHEWAN on June 30.

Canadian Northern System	2,151·44	2,095·96	55·48	
Canadian Pacific	2,760·70	2,578·40	182·30	
Grand Trunk Pacific	415·00	414·80	·20	
Total	5,327·14	5,089·16	237·98	

Mileage owned in ALBERTA on June 30.

Canadian Northern System	896·04	712·10	183·94	
Canadian Pacific	1,841·00	1,524·60	316·40	
Grand Trunk Pacific	436·67	307·70	128·97	
Total	3,173·71	2,544·40	629·31	

TABLE 3.—SUMMARY of Single Track Railway Mileage Operated in Provinces for the Year ending June 30, 1915—*Concluded.*

Mileage owned in BRITISH COLUMBIA on June 30.

Name of Railway.	1915.	1914.	Increase.	Decrease.
Bedlington & Nelson	12·04	12·04		
British Yukon	31·22	31·22		
Canadian Pacific	1,431·00	1,309·10	121·90	
Crows Nest Southern	74·18	74·18		
Eastern B. C	14·00	14·00		
Esquimalt & Nanaimo	199·00	152·00	47·00	
Grand Trunk Pacific	704·94		704·94	
Kettle Valley	255·75	22·20	233·55	
Morrissey, Fernie & Michel	10·85	10·85		
Nelson & Fort Sheppard	55·42	55·42		
New Westminster Southern	23·73	23·73		
Red Mountain	9·59	9·59		
Vancouver, Victoria & Eastern	261·67	236·31	25·36	
Victoria & Sidney	15·97	15·97		
Victoria Terminal Railway & Ferry Co	·99	·99		
Wellington Colliery Co		10·75		10·75
Total	3,100·35	1,978·35	1,132·75	10·75

Mileage owned in YUKON TERRITORY on June 30.

British Yukon	69·90	69·90		
Klondike Mines (not operated)	31·81	31·81		
Total	101·71	101·71		

Mileage owned in UNITED STATES TERRITORY on June 30.

Canadian Northern System	221·14	46·76	174·38	
Canadian Pacific	176·70	176·70		
Total	397·84	223·46	174·38	

NOTE.—The above mileage applies to Canadian railways, which, in passing between two points in Canada, cross U.S. territory. Since such lines are operated wholly for purposes of Canadian traffic, or practically so, this mileage is, statistically, regarded as being in Canada.

TABLE 4.—AMOUNT of Railway Capital at the

	1	2	3	4	5	6
		STOCKS.				FUNDED
	Name of Railway.	Amount Outstanding.	Amount per Mile of Line.	Proportion to Total Railway Capital. 100 x Col. 2. / Col. 12.	Amount Outstanding. Cols. 8+9+10+11	Amount per Mile of Line.
		$	$	p.c.	$	$
1	*Algoma Central & Hudson Bay	10,000,000	29,085	46·11	11,671,000	33,945
2	Algoma Eastern	3,000,000	34,317	53·20	2,640,000	30,199
3	Atlantic, Quebec & Western	2,000,000	19,139	43·90	2,548,675	24,389
4	Bedlington & Nelson	1,000,000	83,056	100·00	.....	.....
5	Brandon, Saskatchewan & Hudson Bay	2,150,000	30,958	100·00	.....	.....
6	British Yukon	2,934,119	29,016	58·92	2,044,760	20,221
7	Canada & Gulf Terminal	600,000	16,760	45·00	740,000	20,670
8	Canada Southern	15,000,000	39,470	39·86	22,630,000	59,546
	Can. Govt. R'lys.—					
9	Intercolonial	.....	.....	.....	.....	.....
10	P. E. Island	.....	.....	.....	.....	.....
11	Canadian Northern System	100,000,000	13,760	24·04	315,921,374	43,473
12	Canadian Pacific	†516,966,803	46,151	96·42	19,179,180	1,712
13	Atlantic & North West	.....	.....	.....	6,453,200	32,089
14	Calgary & Edmonton	.....	.....	.....	5,458,894	9,945
15	Lindsay, Bobcaygeon & Pontypool	.....	.....	.....	500,000	12,920
16	Manitoba South Western Colonization	.....	.....	.....	2,544,000	11,810
17	Guelph Junction	170,000	11,200	100·00	.....	.....
18	New Brunswick	.....	.....	.....	7,821,127	38,189
19	New Brunswick & Canada	.....	.....	.....	170,000	1,411
20	Fredricton	.....	.....	.....	100,000	4,525
21	St. John & Maine	.....	.....	.....	216,664	2,312
22	New Brunswick Southern	.....	.....	.....	500,000	6,173
23	Ontario & Quebec	21,502,591	45,288	100·00	.....	.....
24	St. Lawrence & Ottawa	.....	.....	.....	973,333	16,695
25	St. Stephen & Milltown	50,000	10,869	100·00	.....	.....
26	Shuswap & Okanagan	.....	.....	.....	108,527	2,128
27	Joliette & Brandon	.....	.....	.....	125,000	11,363
28	Toronto, Grey & Bruce	.....	.....	.....	3,500,000	18,431
29	Cape Breton	1,000,000	32,258	100·00	.....	.....
30	Caraquet	1,250,000	18,382	74·00	540,832	6,371
31	Crow's Nest Southern	4,210,000	56,754	100·00	.....	.....
32	Cumberland Ry. & Coal Co.	‡	.....	.....	.....	.....
33	Detroit River Tunnel	3,000,000	.....	14·28	18,000,000	.....
34	Dominion Atlantic	2,433,333	9,804	28·34	5,998,166	24,786
35	Eastern B.C.	420,000	30,000	100·00	.....	.....
36	Elgin & Havelock	44,900	1,551	45·56	50,000	1,852
37	Essex Terminal	300,000	30,000	45·46	360,000	36,000
38	Esquimalt & Nanaimo	2,500,000	12,562	34·09	4,832,000	24,278
39	Fredricton & Grand Lake	140,000	4,000	23·53	465,000	13,286
40	Grand Trunk	241,237,589	72,509	55·18	195,915,974	58,886
41	Buffalo & Lake Huron	2,605,632	14,967	39·48	4,279,456	22,942
42	Central Counties	500,000	12,990	56·81	380,000	9,873
43	Pembroke Southern	178,000	8,334	54·27	150,000	7,022
44	Grand Trunk Pacific	24,942,000	12,706	12·90	168,404,510	85,789
45	Hereford	800,000	15,137	50·00	860,000	15,137
46	International Bridge Co	1,500,000	.....	75·00	512,260	.....
47	International of New Brunswick§	.....	.....	.....	.....	.....
48	Kent Northern	75,000	2,778	69·50	32,000	1,185
49	Kettle Valley	375,000	16,892	100·00	.....	.....
50	Klondike Mines	1,375,000	44,355	56·00	1,091,250	34,305
51	Lake Erie & Detroit River	1,400,000	7,042	31·81	3,000,000	15,090

*In hands of receivers.
†This includes $176,284,882 of C.P R. Consolidated Debeature Stock,
‡General Capital of Dominion Coal Co.
§Now in Intercolonial Railway system.

SESSIONAL PAPER No. 20b

Close of the Year ending June 30, 1915.

7	8	9	10	11	12	13	
DEBT.	DESIGNATION OF FUNDED DEBT.				SUMMARY.		
Proportion to Total Railway Capital. 100 x Col. 5. / Col. 12.	Bonds.	Miscellaneous Obligations.	Income Bonds.	Equipment Trust Obligations.	Total Railway Capital. Cols. 2+5.	Amount per Mile of Line. Cols. 3+6.	
p.c.	$	$	$	$	$	$	
53·89	11,080,000			591,000	21,671,000	63,030	1
46·80	2,500,000			140,000	5,640,000	64,516	2
56·10	2,348,675				4,348,675	43,528	3
					1,000,000	83,056	4
					2,150,000	30,958	5
41·08	2,044,760				4,978,879	49,237	6
55·00	740,000				1,340,000	37,430	7
							8
60·14	22,630,000				37,630,000	99,016	9
							10
75·96	270,430,874		25,000,000	20,490,500	415,921,374	57,233	11
3·58	6,399,180			12,780,000	536,145,983	47,863	12
100·00	6,453,200				6,453,200	32,089	13
100·00	5,458,894				5,458,894	9,945	14
100·00	500,000				500,000	12,920	15
100·00	2,544,000				2,544,000	11,810	16
					170,000	11,200	17
100·00	7,821,127				7,821,127	38,189	18
100·00	170,000				170,000	1,411	19
100·00	100,000				100,000	4,525	20
100·00	216,664				216,664	2,212	21
100·00	500,000				500,000	6,173	22
					21,502,591	45,288	23
100·00	973,333				973,333	16,695	24
					50,000	10,869	25
100·00	108,527				108,527	2,128	26
100·00	125,000				125,000	11,363	27
100·00	3,500,000				3,500,000	18,431	28
					1,000,000	32,258	29
26·0	500,000	40,832			1,790,832	24,753	30
					4,210,000	56,754	31
					‡		32
85·72	18,000,000				21,000,000		33
71·66	5,998,166				8,431,499	34,590	34
					420,000	30,000	35
54·44	50,000				94,900	3,403	36
54·54	360,000				660,000	66,000	37
65·91	4,832,000				7,332,000	36,840	38
76·47	465,000				605,000	17,286	39
44·82	188,726,974			7,189,000	437,153,563	131,395	40
60·52	4,279,456				6,885,088	37,909	41
43·19	380,000				880,000	22,863	42
45·73	150,000				328,000	15,356	43
87·10	168,404,510				193,346,510	98,495	44
50·00	800,000				1,600,000	30,274	45
25·00	512,260				2,012,260		46
							47
30·50	32,000				107,000	3,963	48
					375,000	16,892	49
44·00	935,040	156,210			2,406,250	78,660	50
68·19	3,000,000				4,400,000	22,132	51

TABLE 4.—AMOUNT of Railway Capital at the

	1	2	3	4	5	6
		STOCKS.				FUNDED
	Name of Railway.	Amount Out-standing.	Amount per Mile of Line.	Proportion to Total Railway Capital. 100 x Col. 2. / Col. 12.	Amount Out-standing. Cols. 8+9+10+11	Amount per Mile of Line.
		$	$	p.c.	$	$
52	London & Port Stanley	537,158	22,283	28·40	1,332,854	56,409
53	Lotbiniere & Megantic	50,000	1,666	100·00	.....	.....
54	Maine Central (Princeton)	86,950	17,049	50·00	86,950	17,049
55	Manitoba Great Northern	2,066,000	22,513	100·00	.....	.....
56	Massawippi Valley	800,000	22,560	100·00	.....	.....
57	Midland of Manitoba	4,300,000	671,875	100·00	.....	.....
58	Montreal & Atlantic	3,200,000	31,098	71·34	1,065,000	10,350
59	Lake Champlain & St. Lawrence Junction	600,000	9,917	61·35	378,000	6,248
60	Montreal & Province Line	1,000,000	17,064	83·33	200,000	4,926
61	Montreal & Vermont Junction	1,000,000	42,373	100·00	.....	.....
62	Moncton & Buctouche	250,000	7,812	80·65	60,000	1,875
63	Morrissey, Fernie & Michel	1,263,000	217,010	100·00	.....	.....
64	Maritime Coal, Ry. & Power Co.	2,022,000	134,800	56·00	1,616,500	107,766
65	Napierville Junction	600,000	22,173	100·00	.....	.....
66	Nelson & Fort Sheppard	2,846,800	51,368	100·00	.....	.....
67	New Brunswick Coal & Ry. Co.					
68	New Brunswick and P.E. Island *	.....	.....	.....	.....	.....
69	New Westminster Southern	600,000	25,284	100·00	.....	.....
70	North Shore (N.B.)	98,000	11,355	73·68	35,000	4,056
71	Northern New Brunswick and Seaboard	298,500	15,075	51·00	297,000	15,000
72	Ottawa & New York	1,000,000	17,575	38·46	1,600,000	28,119
73	Pere Marquette (Canada)	.....	.....	.....	5,870,000	29,500
74	Phillipsburg Ry. & Quarry Co.	124,500	20,750	75·70	40,000	6,666
75	Quebec Central	3,381,603	45,233	35·17	6,233,406	28,079
76	Quebec Oriental	119,500	1,195	5·68	1,983,061	19,831
77	Quebec, Montreal & Southern	1,000,000	5,208	14·27	6,000,000	31,248
78	Red Mountain	412,600	43,024	100·00	.....	.....
79	Roberval & Saguenay	2,000,000	54,347	61·13	1,272,000	34,565
80	Rutland & Noyan	100,000	29,499	50·00	100,000	29,499
81	Salisbury & Albert	159,000	3,333	100·00	.....	.....
82	Schomberg & Aurora	250,000	17,361	45·45	300,000	20,020
83	Stanstead, Shefford & Chambly	608,750	14,157	79·60	155,865	3,624
84	St. Clair Tunnel	700,000	.....	21·90	2,500,000	.....
85	St. Lawrence & Adirondack	1,230,655	37,497	57·37	914,418	27,862
86	St. Martin's	99,000	3,300	52·38	90,000	3,000
87	Sydney & Louisburg (Dominion Coal Co.)	‡	.....	.....	.....	.....
88	St. John & Quebec (Intercolonial Ry)	.....	.....	.....	.....	.....
89	Temiskaming & Northern Ontario	§	.....	.....	.....	.....
90	Temiscouata	1,000,000	8,849	24·41	3,099,669	27,401
91	Toronto, Hamilton & Buffalo	3,512,500	36,388	35·15	5,480,000	67,116
92	Vancouver, Victoria & Eastern	20,850,000	79,681	100·00	.....	.....
93	Victoria & Sidney	103,000	6,449	27·00	300,000	18,785
94	Victoria Terminal & Ferry Co.	500	505	100·00	.....	.....
95	York & Carleton	105,000	10,000	100·00	.....	.....
	Final total	1,024,085,938	.....	.....	851,724,905	.....

*Now in Intercolonial Ry. System.
‡General Capital of the Dominion Coal Co.
§Ontario Government Railway.

SESSIONAL PAPER No. 20b

Close of the Year ending June 30, 1915—*Concluded.*

7	8	9	10	11	12	13	
DEBT.	DESIGNATION OF FUNDED DEBT.				SUMMARY.		
Proportion to Total Railway Capital. 100 x Col. 5. Col. 12.	Bonds.	Miscellaneous Obligations.	Income Bonds.	Equipment Trust Obligations.	Total Railway Capital Cols. 2+5.	Amount per Mile of Line Cols. 3+6.	
p.c.	$	$	$	$	$	$	
71·60	.....	1,332,854	.....	.....	1,870,012	78,791	52
.....	.....	.....	.....	.....	50,000	1,666	53
50·00	86,950	.....	.....	.....	173,900	34,098	54
.....	.....	.....	.....	.....	2,066,000	22,513	55
.....	.....	.....	.....	.....	800,000	22,560	56
.....	.....	.....	.....	.....	4,300,000	671,875	57
28·66	1,065,000	.....	.....	.....	4,265,000	41,448	58
38·65	378,000	.....	.....	.....	978,000	16,165	59
16·67	200,000	.....	.....	.....	1,200,000	21,990	60
.....	.....	.....	.....	.....	1,000,000	42,373	61
19·35	60,000	.....	.....	.....	310,000	9,687	62
.....	.....	.....	.....	.....	1,263,000	217,010	63
44·00	1,616,500	.....	.....	.....	3,638,500	242,566	64
.....	.....	.....	.....	.....	600,000	22,173	65
.....	.....	.....	.....	.....	2,846,800	51,368	66
.....	.....	.....	.....	.....	.....	.....	67
.....	.....	.....	.....	.....	.....	.....	68
.....	.....	.....	.....	.....	600,000	25,284	69
26·32	35,000	.....	.....	.....	133,000	15,411	70
49·00	297,000	.....	.....	.....	595,500	30,075	71
61·54	1,325,000	.....	275,000	.....	2,600,000	45,694	72
100·00	5,870,000	.....	.....	.....	5,870,000	29,500	73
24·30	40,000	.....	.....	.....	164,500	27,416	74
64·83	6,233,406	.....	.....	.....	9,615,009	43,312	75
94·32	1,948,000	35,061	.....	.....	2,102,561	21,026	76
85·73	.....	6,000,000	.....	.....	7,000,000	36,456	77
.....	.....	.....	.....	.....	412,600	43,024	78
38·87	1,260,000	12,000	.....	.....	3,272,000	88,912	79
50·00	100,000	.....	.....	.....	200,000	58,998	80
.....	.....	.....	.....	.....	150,000	3,333	81
54·55	300,000	.....	.....	.....	550,000	37,361	82
20·40	155,865	.....	.....	.....	764,615	17,781	83
78·10	2,500,000	.....	.....	.....	3,200,000	.....	84
42·63	914,418	.....	.....	.....	2,145,073	65,359	85
47·62	90,000	.....	.....	.....	189,000	6,300	86
.....	.....	.....	.....	.....	.....	.....	87
.....	.....	.....	.....	.....	.....	.....	88
.....	.....	.....	.....	.....	.....	.....	89
75·59	3,099,669	.....	.....	.....	4,099,669	36,250	90
64·85	4,280,000	.....	.....	1,200,000	8,992,500	103,504	91
.....	.....	.....	.....	.....	20,850,000	79,681	92
73·00	300,000	.....	.....	.....	403,000	25,234	93
.....	.....	.....	.....	.....	500	505	94
.....	.....	.....	.....	.....	105,000	10,000	95
.....	776,482,448	7,576,957	25,275,000	42,390,500	1,875,810,888	.....	

TABLE 4A—AMOUNT of Railway Capital at the

	1	2	3	4	5	6
		STOCKS.				FUNDED
	Name of Railway.	Amount Out-standing.	Amount per Mile of Line.	Proportion to Total Railway Capital. 100 x Col. 2. / Col. 12.	Amount Out-standing. Cols. 8+9+10+11	Amount per Mile of Line.
		$	$	p.c.	$	$
1	Alberta & Great Waterways	50,000		·67	7,400,000	
2	Calgary & Fernie	25,000				
3	Central Canada	62,500		3·00	2,000,000	
4	Edmonton, Dunvegan & B.C	250,000		3·45	7,000,000	
5	Erie, London & Tillsonburgh	500,000		100·00		
6	Grand Trunk Pacific, Branch Lines	1,000,000		6·90	13,469,004	
7	" " Saskatchewan					
8	High River & Hudson Bay	25,000		100·00		
9	Lake Erie & Northern	1,500,000		48·40	1,600,000	
10	Lake Huron & Northern Ontario	595,000		50·00	595,000	
11	Pacific Great Eastern	25,000,000		55·00	20,160,000	
12	Pacific, Northern & Omenica	250,000		100·00		
	Final Totals	29,257,500			52,224,004	

SESSIONAL PAPER No. 20b

Close of the Year ending June 30, 1915. (Lines under Construction.)

7	8	9	10	11	12	13	
Debt.	Designation of Funded Debt.				Summary.		
Proportion to Total Railway Capital. 100 x Col. 5. / Col. 12.	Bonds.	Miscellaneous Obligations.	Income Bonds.	Equipment Trust Obligations.	Total Railway Capital Cols. 2+5.	Amount per Mile of Line Cols. 3+6.	
p.c.	$	$	$	$	$	$	
99·33	7,400,000				7,450,000		1
					25,000		2
97·00	2,000,000				2,062,500		3
96·55	7,000,000				7,250,000		4
					500,000		5
93·10	13,469,004				14,469,004		6
							7
					25,000		8
51·60	1,600,000				3,100,000		9
50·00	595,000				1,190,000		10
45·00	20,160,000				45,160,000		11
					250,000		12
	52,224,000				81,481,504		

TABLE 5.—STATEMENT of Aid, granted and paid to Railways

No.	Name of Railway.	By Dominion Government.			By Provincial	
		Subsidy Granted.	Subsidy Paid Up.	Loan.	Name of Province.	Subsidy Granted.
		$ cts	$ cts.	$ cts.		$ cts.
1	Albert Southern (abandoned	50,460 00	50,460 00		New Brunswick	48,680 00
2	Harvey Branch)	5,553 57	5,553 57		"	9,000 00
3	*Alberta Central (C.P.Ry.)	329,480 00	329,480 00			
4	Algoma Central and Hudson Bay	2,048,704 00	2,048,704 00		Ontario	199,620 00
5	Algoma Eastern	547,648 00	547,648 00		"	265,000 00
6	Atlantic, Quebec and Western	902,800 00	902,800 00			
7	Bedlington and Nelson (nil)					
8	Brandon, Sask. and Hudson Bay (nil)					
9	British Yukon (nil)					
10	Bruce Mines and Algoma, now, Lake Huron and N. Ontario	53,920 00	53,920 00		Ontario	50,918 00
11	Canada and Gulf Terminal	210,053 59	210,053 59		Quebec	
12	Canada Southern, including,					
13	Sarnia, Chatham and Erie				Ontario	
14	Leamington and St. Clair	51,200 00	51,200 00		"	147,859 00
15	Can. Govt. R'lys.—					
16	Intercolonial, including,					
17	Canada Eastern	374,839 84	374,839 84			
18	Drummond County	423,936 00	423,936 00		Quebec	
19	Fredericton and St. Mary's Bridge	30,000 00	30,000 00			
20	Nova Scotia Steel and Coal Co.'s Ry	40,000 00	39,840 00		Nova Scotia	40,000 00
21	Prince Edward Island					
22	Canadian Northern: including	374,606 00	374,606 00			
23	Bay of Quinte	350,455 25	350,455 25		Ontario	84,000 00
24	Brockville, Westport and Northwestern	140,800 00	140,800 00		"	
25	Central Ontario and	205,862 79	205,862 79		"	278,000 00
26	Marmora Ry. and Mining Co	30,720 00	30,720 00		"	19,149 39
27	Edmonton, Yukon and Pacific	160,000 00	91,200 00			
28	Inverness R'ly. and Coal Co	627,000 00	368,545 97		Nova Scotia	272,000 00
29	Irondale, Bancroft and Ottawa	144,000 00	144,000 00		Ontario	315,000 00
30	Manitoba				Manitoba	641,575 25
31	Ontario and Rainy River	1,534,526 00	1,534,526 00		Ontario	1,072,800 00
32	Port Arthur, Duluth and Western	271,200 00	271,200 00		"	255,571 00
33	Halifax and South Western	819,874 93	819,874 93		Nova Scotia	
34	Central of N.S. and N.S. Southern	653,776 00	653,776 00		"	
35	Halifax and Yarmouth	160,000 00	160,000 00		"	156,499 33
36	Liverpool and Milton	32,000 00	32,000 00			
37	Middleton and Victoria Beach	125,760 00	125,760 00			
38	Quebec and Lake St. John	1,454,695 00	1,261,463 50		Quebec	2,533,000 00
39	Can. Northern Ontario	14,775,872 00	13,734,076 39		Ontario	
40	Can. Northern Quebec	2,020,616 89	2,020,616 89		Quebec	1,194,129 46
41	*Can. Northern Alberta	3,094,104 00	3,094,104 00			
42	*Can. Northern Pacific	5,403,736 80	5,403,736 80			
43	*Central of Canada	30,145 02	30,145 02			

*Under construction.
†Secured by the Guaranteed Bonds of the Co.

by Governments and Municipalities, to 30th June, 1915.

Governments.			By Municipalities.				No.
Subsidy Paid up.	Loan.	Subscription to Shares.	Subsidy Granted.	Subsidy Paid up.	Loan.	Subscription to Shares.	
$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	
48,680 00							1
9,000 00							2
							3
199,620 00							4
265,000 00							5
							6
							7
							8
							9
50,918 00			500 00	500 00			10
			20,600 00	20,600 00			11
							12
			322,500 00	322,500 00			13
147,859 00							14
							15
							16
							17
			15,000 00	15,000 00			18
							19
40,000 00			4,000 00	4,000 00			20
							21
							22
84,000 00			197,990 43	197,990 43			23
			116,000 00	116,000 00			24
278,000 00			93,500 00	93,500 00			25
19,149 39							26
							27
233,000 00			100,000 00	50,000 00			28
135,000 00							29
641,575 25							30
1,072,800 00			50,000 00	50,000 00			31
255,571 00			40,000 00	40,000 00			32
	†1,447,000 00						33
			88,874 17	88,874 17			34
156,499 33			15,338 93	15,338 93			35
							36
							37
2,368,816 88			12,000 00	12,000 00		450,000 00	38
			20,000 00	20,000 00			39
1,194,129 46			82,000 00	82,000 00		200,000 00	40
							41
							42
							43

TABLE 5.—STATEMENT of Aid, granted and paid to Railways

No.	Name of Railway.	By Dominion Government.			By Provincial	
		Subsidy Granted.	Subsidy Paid Up.	Loan.	Name of Province.	Subsidy Granted.
		$ cts.	$ cts.	$ cts.		$ cts.
44	Canadian Pacific:—	30,289,342 70	30,289,342 70		Manitoba	375,377 50
	Owned—	10,189,521 00	10,189,521 00	*	British Columbia	37,500 00
45	Canada Central	1,525,250 00	1,525,250 00		Ontario	1,479,000 00
46	Lake Temiskaming Colonization	310,335 95	310,335 95		Quebec	350,076 82
47	Montreal and Western	361,270 00	361,270 00		"	472,500 00
48	North Shore	1,500 000 00	1,500,000,00			
49	Quebec, Montreal, Ottawa and Occidental				"	727,000 00
	Leased—					
50	Alberta Ry. and Irrigation Co	148,094 00	148,094 00			
51	Esquimalt and Nanaimo	1,520,560 00	1,520,560 00			
52	Kingston and Pembroke	48,000 00	48,000 00		Ontario	456,493 00
53	St. Maurice Valley	173,120 00	173,120 00			
54	Atlantic and North West	3,888,800 00	3,888,800 00		Quebec	711,122 00
55	Cap de la Madeleine	7,424 00	7,424 00			
56	Columbia and Kootenay	88,800 00	88,800 00			
57	Credit Valley				Ontario	531,000 00
58	Fredericton				New Brunswick	230,000 00
59	Guelph Junction	51,200 00	46,000 00		Ontario	
60	Guelph and Goderich				"	
61	Lindsay, Bobcaygeon and Pontypool	185,173 06	185,173 06		"	52,500 00
62	Manitoba and Northwestern				Manitoba	
63	Manitoba South West Colonization				"	
64	Montreal and Lake Maskinonge	41,280 00	41,280 00		Quebec	87,750 00
65	Montreal and Ottawa	192,000 00	192,000 00		Ontario	100,000 00
					Quebec	182,210 00
66	Nakusp and Slocan	121,600 00	117,760 00		British Columbia	
67	New Brunswick				New Brunswick	76,000 00
68	New Brunswick and Canada				"	575,000 00
69	New Brunswick Southern				"	413,000 00
70	Nicola, Kamloops and Similkameen	300,800 00	300,800 00			
71	Northern Colonization	355,200 00	355,200 00		Quebec	96,000 00
72	Ontario and Quebec	196,000 00	196,000 00		Ontario	
73	Ottawa, Northern and Western	950,000 00	821,009 20		Ontario	50,000 00
					Quebec	1,316,389 15
74	Orford Mountain	202,926 50	202,926 50		Quebec	138,884 92
75	Saskatchewan and Western				Manitoba	
76	Shuswap and Okanagan	163,200 00	163,200 00			
77	St. John Bridge and Ry. Extension			433,900 00	New Brunswick	5,181 81
78	St. John and Maine				"	880,000 00
79	St. Lawrence and Ottawa				Ontario	
80	St. Mary's and Western Ontario	67,709 00	67,709 00		"	
81	St. Stephen and Milltown	14,848 00	14,848 00		New Brunswick	13,920 00
82	Tillsonburg, Lake Erie and Pacific	158,871 48	150,071 48		Ontario	38,564 00
83	Tobique Valley	134,016 00	134,016 00		New Brunswick	70,000 00
84	Toronto, Grey and Bruce	14,656 00	14,656 00		Ontario	375,282 00

*Cash paid for land relinquished by Co.

by Governments and Municipalities, to 30th June, 1915—*Continued.*

Governments.			By Municipalities.				No.
Subsidy Paid up.	Loan.	Subscription to Shares.	Subsidy Granted.	Subsidy Paid up.	Loan.	Subscription to Shares.	
$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	
372,157 50							
37,500 00	.....	.....	572,500 00	464,761 29	.....	.....	44
1,479,000 00	.....	.....	.....	.....	.....	42,500 00	45
350,076 82	.....	.....	.....	.....	.....	.....	46
472,500 00	.....	.....	.....	.....	.....	.....	47
.....	.....	.....	.....	.....	.....	.....	48
727,000 00	1,176,956 00	.....	25,000 00	25,000 00	771,644 62	.....	49
.....	.....	.....	.....	.....	.....	.....	50
.....	.....	.....	.....	.....	.....	.....	51
456,493 00	.....	.....	509,320 00	509,320 00	.....	.....	52
.....	.....	.....	.....	.....	.....	.....	53
699,192 08	.....	.....	.....	.....	.....	325,000 00	54
.....	.....	.....	.....	.....	.....	.....	55
.....	.....	.....	.....	.....	.....	.....	56
531,000 00	.....	.....	1,085,000 00	1,085,000 00	.....	.....	57
230,000 00	.....	.....	80,000 00	80,000 00	.....	.....	58
.....	.....	.....	.....	.....	.....	193,000 00	59
.....	.....	.....	31,000 00	31,000 00	.....	.....	60
52,500 00	.....	.....	73,000 00	73,000 00	.....	.....	61
.....	.....	.....	215,600 00	215,600 00	.....	.....	62
.....	900,000 00	.....	.....	.....	.....	.....	63
87,750 00	.....	.....	.....	.....	.....	.....	64
100,000 00	.....	.....	.....	.....	.....	.....	65
182,210 00	.....	.....	5,300 00	5,300 00	.....	.....	
.....	647,074 00	.....	.....	.....	.....	.....	66
76,000 00	.....	.....	23,000 00	23,000 00	.....	.....	67
575,000 00	.....	.....	47,500 00	47,500 00	.....	.....	68
413,000 00	.....	.....	3,000 00	3,000 00	.....	.....	69
.....	.....	.....	.....	.....	.....	.....	70
96,000 00	.....	.....	.....	.....	.....	.....	71
.....	.....	.....	52,500 00	52,500 00	.....	.....	72
50,000 00	.....	.....	150,000 00	150,000 00	.....	.....	73
1,192,672 58	.....	.....	101,000 00	100,000 00	.....	.....	
138,884 92	.....	.....	3,000 00	3,000 00	.....	.....	74
.....	.....	.....	10,000 00	10,000 00	.....	.....	75
.....	.....	.....	.....	.....	.....	.....	76
5,181 81	.....	.....	.....	.....	.....	.....	77
880,000 00	.....	300,000 00	.....	.....	.....	60,000 00	78
.....	.....	.....	.....	.....	300,000 00	90,000 00	79
.....	.....	.....	80,000 00	77,996 39	.....	.....	80
13,920 00	.....	.....	.....	.....	.....	.....	81
38,564 00	.....	.....	75,000 00	75,000 00	.....	.....	82
70,000 00	.....	.....	.....	.....	.....	.....	83
375,282 00	.....	.....	988,000 00	969,561 44	.....	.....	84

TABLE 5.—STATEMENT of Aid, granted and paid to Railways

No.	Name of Railway.	By Dominion Government.			By Provincial	
		Subsidy Granted.	Subsidy Paid Up.	Loan.	Name of Province.	Subsidy Granted.
		$ cts	$ cts.	$ cts.		$ cts.
	Canadian Pacific—*Con.*					
85	Vancouver and Lulu Island	61,670 00	61,670 00			
86	West Ontario Pacific	60,000 00	60,000 00		Ontario	
87	Cape Breton	196,800 00	196,800 00		Nova Scotia	99,200 00
88	Caraquet and	224,000 00	224,000 00		New Brunswick	180,000 00
89	Gulf Shore	53,699 20	53,699 20		"	41,950 00
90	Colchester Coal and Ry. Co	12,800 00	12,800 00			
91	Cumberland Ry. and Coal Co.	44,800 00	39,850 00		Nova Scotia	184,450 00
92	Dominion Atlantic, including					
93	Windsor and Annapolis	1,193,369 00	1,193,369 00			
94	Cornwallis Valley	44,800 00	44,800 00		Nova Scotia	44,800 00
95	Western Counties	500,000 00	500,000 00		"	679,197 45
96	Midland of N.S.	399,060 40	399,060 40		"	185,600 00
97	Eastern British Columbia (nil)					
98	Elgin and Havelock	†82,652 82	†82,652 82		New Brunswick	167,500 00
99	Essex Terminal (nil)					
100	Fredericton and Grand Lake	216,576 00	216,576 00			
101	Grand Trunk, including			15,142,633 33		
102	Beauharnois Junction	62,400 00	62,400 00		Quebec	179,073 00
103	Brantford, Norfolk and Port Burwell				Ontario	68,000 00
104	Buffalo and Lake Huron				"	
105	Cobourg, Blairton and Marmora				"	18,740 00
106	Grand Trunk, Victoria Jubilee Bridge	500,000 00	500,000 00			
107	Grand Trunk, Georgian Bay and Lake Erie				Ontario	336,000 00
108	Grand Junction, Belleville and N. Hastings	21,888 00	21,888 00		"	224,666 00
109	Owen Sound Branch	39,744 00	39,744 00		"	
110	Hamilton and North Western				"	565,020 00
111	London, Huron and Bruce				"	178,630 00
112	Midland, Ontario				"	168,350 00
113	Montreal and Champlain Junction	103,600 00	103,600 00		Quebec	150,000 00
114	Northern				Ontario	196,188 00
115	North Simcoe				"	83,300 00
116	Northern Pacific Junction	1,320,000 00	1,320,000 00			
117	South Norfolk	54,400 00	54,400 00		Ontario	
118	Toronto and Nipissing				"	105,212 00
119	Lake Simcoe Junction				"	53,000 00
120	Victoria				"	312,000 00
121	Waterloo Junction	32,800 00	32,800 00		"	
122	Wellington, Grey and Bruce				"	241,276 00
123	Whitby, Port Perry and Lindsay				Ontario	94,957 59
124	Canada Atlantic	282,355 20	282,355 20		Ontario	270,000 00
					Quebec	200,000 00
125	Ottawa, Arnprior and Parry Sound	932,512 00	932,512 00		Ontario	577,326 06
126	Central Counties				"	
127	Pembroke Southern	64,000 00	64,000 00		"	55,500 00
128	Grand Trunk Pacific	‡4,994,416 66	‡4,994,416 66	10,000,000 00	"	376,320 00
		1,269,299 20	1,269,299 20			

†Includes loan used iron rails. ‡Paid under the special "Implement Clause."

by Governments and Municipalities, to 30th June, 1915—*Continued.*

Governments.			By Municipalities.				No.
Subsidy Paid up.	Loan.	Subscription to Shares.	Subsidy Granted.	Subsidy Paid up.	Loan.	Subscription to Shares.	
$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	
							85
			25,000 00	25,000 00			86
99,200 00			10,000 00	10,000 00			87
180,000 00							88
41,950 00							89
							90
173,650 00							91
							92
							93
44,800 00			27,685 00	27,685 00			94
679,197 45			250,000 00	250,000 00			95
183,510 40			36,000 00	36,000 00			96
							97
107,500 00			13,000 00	13,000 00			98
							99
							100
							101
179,073 00							102
68,000 00							103
			966,000 00	966,000 00			104
18,740 00	26,000 00		113,000 00	113,000 00			105
							106
336,000 00			929,000 00	929,000 00			107
224,660 00			213,000 00	213,000 00		50,000 00	108
			85,500 00	85,500 00			109
565,020 00			599,805 00	599,805 00			110
178,630 00			311,500 00	311,500 00			111
168,350 00			144,870 85	144,870 85			112
150,000 00			21,774 00	21,774 00			113
196,188 00			241,980 00	241,980 00		390,000 00	114
83,300 00							115
							116
			65,000 00	65,000 00			117
105,212 00			376,702 59	376,702 59			118
53,000 00			100,000 00	100,000 00			119
312,000 00			186,000 00	186,000 00			120
			47,000 00	47,000 00			121
241,276 00			682,000 00	682,000 00			122
94,957 59			222,094 93	222,094 93			123
270,000 00			154,392 00	152,900 00		32,000 00	124
200,000 00							
577,326 06							125
			24,000 00	24,000 00			126
55,500 00			20,000 00	20,000 00			127
376,320 00			350,000 00	350,000 00			128

TABLE 5.—STATEMENT of Aid, granted and paid to Railways by

No.	Name of Railway.	By Dominion Government.			By Provincial	
		Subsidy Granted.	Subsidy Paid Up.	Loan.	Name of Province.	Subsidy Granted.
		$ cts.	$ cts.	$ cts.		$ cts.
129	Hereford	170,560 00	170,560 00		Quebec	103,000 00
130	International of New Brunswick	726,080 00	726,080 00		New Brunswick	275,000 00
131	Kent Northern, and	58,334 27	†58,334 27		New Brunswick	135,000 00
132	St. Louis and Richibucto (abandoned)	22,400 00	22,400 00		"	21,000 00
133	Kettle Valley	1,724,800 00	1,422,596 80		British Columbia	675,000 00
134	Klondike Mines	197,184 00	197,184 00			
135	*Kooteaay Central	1,065,856 00	1,065,856 00			
136	L'Assomption (abandoned)	11,200 00	11,200 00			
137	*Lake Erie and Northern	135,129 60	135,129 60			
138	Lake Erie and Detorit River and	571,851 00	571,851 00		Ontario	83,000 00
139	London and Port Stanley				"	
140	Lotbiniere and Megantic	96,000 00	96,000 00		Quebec	126,994 00
141	Maganetawan River	3,552 00	3,552 00		Ontario	10,000 00
142	Manitoba Great Northern (nil)					
143	Maritime Coal, Ry. and Power Co	40,700 00	40,700 00		Nova Scotia	39,788 00
144	Massawippi Valley	5,376 00	5,376 00		Quebec	5,000 00
145	Midland of Manitoba (nil)					
146	Minudie Coal and Ry. Co	18,544 00	18,544 00			
147	Montreal and Atlantic: and				Quebec	444,000 00
148	Lake Champlain and St. Lawrence Jct				"	250,280 00
149	Montreal and Province Line	58,560 00	58,560 00		"	231,122 00
150	Montreal and Vermont Junction (nil)					
151	Moncton and Buctouche	102,400 00	101,690 00		New Brunswick	96,000 00
152	Morrissey, Fernie and Michel (nil)					
153	Napierville Junction	173,440 00	173,440 00		Quebec	
154	Nelson and Fort Sheppard (nil)					
155	New Brunswick Coal and Ry. Co	190,400 00	190,400 00		New Brunswick	224,000 00
156	New Brunswick and Prince Edward Island	113,440 00	113,440 00		"	99,708 90
157	New Westminster Southern (nil)					
158	North Shore (N.B.)	27,616 00	27,616 00		New Brunswick	16,200 00
159	*Northern New Brunswick and Seaboard	108,160 00	108,160 00			
160	Ottawa and New York	262,384 00	262,384 00		Ontario	35,000 00
161	Phillipsburg Ry. and Quarry Co	23,712 00	23,712 00		Quebec	25,667 00
162	Pontiac and Renfrew	13,600 00	13,600 00		"	17,433 60
163	*Quebec Bridge and Ry. Co	374,353 33	374,353 33		"	250,000 00
164	Quebec Ry., Light and Power Co	96,000 00	96,000 00		"	306,945 50
165	Quebec Central	585,038 90	585,038 90		"	1,076,123 14
166	Quebec Oriental	846,885 01	846,885 01		"	1,596,390 00
167	*Quebec and Saguenay	248,801 28	248,801 28			
168	Quebec, Montreal and Southern, and	500,386 25	500,386 25		Quebec	207,565 00
169	United Counties, East Richelieu Valley	69,952 00	69,952 00		"	115,215 00
170	South Shore	296,998 38	296,998 38		"	276,615 00
171	Red Mountain (nil)					

*Under construction. †Includes used iron rails.

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Governments and Municipalities, to 30th June, 1915—*Continued.*

Governments.			By Municipalities.				No.
Subsidy Paid up.	Loan.	Subscription to Shares.	Subsidy Granted.	Subsidy Paid up.	Loan.	Subscription to Shares.	
$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	
84,226 36							129
275,000 00			5,000 00	5,000 00			130
135,099 00							131
21,000 00							132
600,000 00							133
							134
							135
							136
							137
83,000 00			356,500 00	356,500 00			138
					1,332,854 00	414,000 00	139
126,994 00							140
10,000 00							141
							142
39,788 00							143
5,000 00						65,000 00	144
							145
							146
315,891 89						528,000 00	147
250,280 00			51,000 00	36,000 00			148
231,122 00			25,000 00	25,000 00			149
							150
94,500 00							151
							152
			10,000 00	10,000 00			153
							154
224,000 00							155
99,708 90							156
							157
16,200 00							158
							159
35,000 00			85,000 00	85,000 00			160
25,667 00							161
17,433 60							162
250,000 00			300,000 00	290,817 46			163
306,945 50							164
1,076,123 14			103,000 00	103,000 00			165
947,199 25			50,500 00	9,000 00			166
							167
207,565 00							168
115,215 00							169
276,645 00			25,000 00	25,000 00			170
							171

TABLE 5.—STATEMENT of Aid, granted and paid to Railways by

No.	Name of Railway.	By Dominion Government.			By Provincial	
		Subsidy Granted.	Subsidy Paid Up.	Loan.	Name of Province.	Subsidy Granted.
		$ cts.	$ cts.	$ cts.		$ cts.
172	Roberval and Saguenay	231,552 00	231,226 20		Quebec	
173	Rutland and Noyau	(nil)				
174	Salisbury and Albert	29,665 45	†29,391 01		New Brunswick	455,000 00
175	Schomberg and Aurora	48,000 00	46,144 00			
176	*Southampton (N.B)	81,280 00	81,280 00			
177	Stanstead, Shefford and Chambly	(nil)				
178	St. Clair Tunnel	375,000 00	375,000 00			
179	St. Lawrence and Adirondack	149,481 60	149,481 60		Quebec	70,400 00
180	*St. John and Quebec	598,319 70	598,319 70			
181	St. Martins	83,612 54	†83,612 54		New Brunswick	145,600 00
182	Sydney and Louisburg (Dom. Coal Co.)	89,600 00	87,808 00		Nova Scotia	87,808 00
183	*Thessalon and Northern Ontario	6,112 00	6,112 00			
184	Temiscouata	645,950 00	645,950 00		Quebec New Brunswick	362,250 00 66,000 00
185	Temiskaming and Northern Ontario	2,134,080 00	2,134,080 00			
186	Thousand Islands	61,200 00	29,840 00		Ontario	
187	Toronto, Hamilton and Buffalo	57,600 00	57,600 00		"	
188	Vancouver, Victoria and Eastern	(nil)				
189	Victoria and Sidney					
190	Victoria Terminal Ry. and Ferry Co.	(nil)				
191	Wellington Colliery Co.'s Ry.	(nil)				
192	York and Carleton	32,896 00	32,896 00		New Brunswick	25,247 00
	Total	117,010,119 16	114,957,285 78	25,576,533 33		31,374,184 87

*Under construction.
†Includes used iron rails loan.

SESSIONAL PAPER No. 20b

Governments and Municipalities, to 30th June, 1915—*Concluded.*

Governments.			By Municipalities.				No.
Subsidy Paid up.	Loan.	Subscription to Shares.	Subsidy Granted.	Subsidy Paid up.	Loan.	Subscription to Shares.	
$ cts	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	
			12,365 30	12,365 30			172
							173
455,000 00			70,000 00	70,000 00			174
							175
							176
							177
							178
70,400 00							179
							180
145,600 00							181
82,000 00							182
							183
362,250 00			25,000 00	25,000 00			184
66,000 00							
							185
			10,000 00	10,000 00			186
			268,000 00	265,500 00			187
							188
							189
							190
							191
25,247 00							192
29,940,865 16	7,197,030 00	300,000 00	12,919,693 20	12,670,837 78	2,404,498 62	2,839,500 00	

TABLE 6.—Earnings of Railways for the Year ending June 30, 1915, including Comparative Statement of Net Earnings and Dividends.

1	3	4	A	5	6	7
Name of Railway.	Earnings.					Net Earnings
	Passenger.	Freight.	Other Earnings from Operation.	Total Gross, including other Earnings from Operation. Cols. 3+4+A.	Operating Expenses.	1915. Cols. 5-6.
	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.
Algoma, Central & Hudson Bay	65,492 64	458,748 87	90,912 07	615,153 58	488,880 03	126,273 55
Algoma Eastern	44,614 99	209,643 39	31,108 70	285,367 08	175,484 83	109,882 25
Atlantic, Quebec & Western	34,872 15	42,649 92	.....	77,522 07	113,665 97	−36,143 90
Bedlington & Nelson	26 14	3 37	.....	29 51	4,423 11	−4,393 60
Brandon, Saskatchewan & Hudson Bay	26,281 52	23,042 44	64 75	49,388 71	106,798 48	−57,409 77
British Yukon	54,838 94	236,143 44	762 34	291,744 72	93,601 90	198,142 82
Canada & Gulf Terminal	20,197 41	21,396 86	257 83	41,852 10	37,249 58	4,602 52
Canada Southern	3,186,695 59	6,474,461 13	59,800 23	9,720,956 95	6,005,621 33	3,715,335 62
Canadian Government Railways (Intercolonial)	3,947,891 25	7,187,449 01	124,369 66	11,259,709 92	11,348,755 91	−89,045 99
" " (Prince Edward Island)	212,621 53	186,560 47	13,338 26	412,520 26	597,044 23	−184,523 97
Canadian Northern System	6,128,670 22	18,211,408 85	1,572,027 23	25,912,106 30	18,823,945 47	7,088,160 83
Canadian Pacific	28,720,643 75	60,285,597 35	1,824,004 01	90,830,245 11	60,212,569 49	30,617,675 62
Cape Breton	5,436 06	4,743 84	255 28	10,435 18	20,913 98	−10,478 80
Caraquet	24,054 71	45,255 06	2,272 28	71,582 05	66,955 43	4,626 62
Crow's Nest Southern	11,059 34	63,013 09	13 53	74,085 96	172,768 80	−98,682 84
Cumberland	18,005 01	83,290 10	588 30	101,883 41	75,181 22	26,702 19
Dominion Atlantic	405,921 40	508,716 90	16,414 26	931,052 56	733,696 25	197,356 31
Eastern British Columbia	2,084 70	30,510 91	650 70	33,246 31	30,607 10	2,639 21
Elgin & Havelock	3,999 72	7,761 24	.....	11,760 96	11,927 39	−166 43
Essex Terminal	.....	43,505 01	4,835 30	48,340 31	31,579 65	16,760 66
Esquimalt & Nanaimo	232,566 70	289,606 99	20,028 73	542,202 42	354,961 51	187,240 91
Fredericton & Grand Lake Coal & Railway Co	7,457 71	53,667 68	1,011 69	62,137 08	67,948 06	−5,810 98
Grand Trunk	12,199,082 27	23,745,812 72	511,322 46	36,456,217 45	27,634,081 39	8,822,136 06
Grand Trunk Pacific	1,580,332 20	4,950,028 52	130,223 51	6,660,584 23	7,383,665 47	−723,081 24
Hereford	20,686 24	69,751 98	398 03	90,836 25	105,297 74	−14,461 49
Inverness Railway & Coal Co	23,231 60	188,352 60	1,327 41	212,911 61	122,586 96	90,324 65
International of New Brunswick	41,367 77	60,249 20	786 13	102,403 10	98,576 13	3,826 97
Kent Northern	8,704 26	11,543 59	.....	20,247 85	20,331 29	−83 44
Kettle Valley	3,608 84	14,506 69	267 50	18,383 03	16,897 28	1,485 75
Klondike Mines	.....	.....	.....	.....	.....	.....
London & Port Stanley	28,986 39	108,371 67	1,038 69	138,396 75	144,359 62	−5,962 87

Lotbiniere & Megantic	7,167 26	16,287 03	Cr. 18 69	23,435 60	25,704 65	−2,269 05
Maine Central	11,829 59	6,731 80	.....	18,561 39	14,150 32	4,411 07
Manitoba Great Northern	6,304 03	18,169 67	286 30	24,760 00	107,550 46	−82,790 46
Maritime Coal, Railway & Power Co	6,623 85	62,823 87	24 00	69,471 72	40,209 82	29,261 90
Massawippi Valley	67,142 95	132,465 22	1,618 11	201,226 28	228,402 44	−27,176 16
Midland Railway of Manitoba	134,618 15	97,888 12	18,631 63	251,137 90	362,845 05	−111,707 15
Moncton & Buctouche	12,054 55	17,906 30	1,252 51	31,213 36	31,584 98	−371 62
Montreal & Atlantic	219,003 77	693,743 16	17,678 91	930,425 84	777,922 57	152,503 27
Montreal & Province Line	39,837 25	63,818 18	2,154 80	105,810 23	90,809 99	15,000 24
Montreal & Vermont Junction	72,729 75	53,366 58	202 37	126,298 70	74,257 85	52,040 85
Morrissey, Fernie & Michel	10,168 25	83,465 11	.....	93,633 36	83,523 03	10,110 33
Napierville Junction	14,335 67	82,302 91	183 17	96,821 75	54,695 45	42,126 30
National Transcontinental, operated by Canadian Govt. Rys	39,006 30	240,842 77	1,038 68	280,887 75	357,110 44	−76,222 69
Nelson & Fort Sheppard	210,845 11	24,336 51	1,964 02	47,145 64	94,651 03	−47,505 39
New Brunswick Coal & Railway Co	13,213 53	26,990 00	2,456 21	42,659 74	48,054 90	−5,395 16
*New Brunswick & Prince Edward Island	14,969 47	34,364 29	117 82	49,451 58	57,910 77	−8,459 19
New Westminster Southern	7,956 57	19,550 69	2,203 22	29,710 48	24,136 93	5,573 55
Northern New Brunswick & Seaboard	608 00	1,028 31	.....	1,636 31	4,578 71	−2,942 40
North Shore	205 27	619 91	.....	825 18	988 84	−163 66
Ottawa & New York	93,018 79	117,341 45	1,954 41	212,314 65	284,023 62	−71,708 97
Pere Marquette	169,558 20	2,220,171 59	11,144 75	2,400,874 54	1,477,034 51	923,840 03
Quebec Central	416,372 71	903,397 77	20,495 12	1,340,265 60	903,603 68	436,661 92
Quebec & Lake St. John	.....	.....	.....	.....	.....	.....
Quebec, Montreal & Southern	153,407 19	205,497 82	2,087 80	360,992 81	454,910 19	−93,917 38
Quebec Oriental	55,384 91	67,503 35	80 05	122,968 31	116,313 30	6,655 01
Quebec Railway, Light & Power Co	8,936 76	69,336 25	264 99	78,538 00	71,821 12	6,716 88
Roberval Saguenay	9,642 35	98,326 17	50,286 78	158,255 30	85,204 77	73,050 53
Red Mountain	3,118 18	7,776 66	259 70	11,154 54	23,731 08	−12,576 54
Rutland & Noyan	8,470 42	5,617 27	.....	14,087 69	11,596 02	2,491 67
Salisbury & Albert	11,858 05	21,608 90	2,694 74	36,161 69	34,941 47	1,220 22
Schomberg & Aurora	5,940 34	6,109 84	.....	12,050 18	15,271 80	−3,221 62
Stanstead, Shefford & Chambly	38,845 22	39,289 07	508 47	78,642 76	88,305 42	−9,662 66
St. Clair Tunnel	.....	328,708 56	5,210 89	333,919 39	126,661 04	207,258 35
St. Lawrence & Adirondack	244,343 88	309,024 82	2,699 93	556,068 63	417,089 19	138,979 44
St. Martin's	5,965 11	12,291 59	132 80	18,389 50	16,624 24	1,765 26
Sydney & Louisburg	53,178 41	647,947 44	19,172 79	720,298 64	537,017 34	183,281 30
†St. John & Quebec	11,380 67	26,955 46	547 63	38,883 76	47,950 86	−9,067 10
Temiscouata	59,633 40	158,914 59	1,934 04	220,482 03	177,031 96	43,450 07
Temiskaming & Northern Ontario	550,398 02	893,067 02	34,259 70	1,477,724 74	1,408,658 69	69,066 05
Thousand Islands	12,414 55	19,152 52	3,416 53	34,983 60	25,758 86	9,224 74
Toronto, Hamilton & Buffalo	399,645 92	851,512 79	5,009 80	1,256,168 51	942,364 71	313,803 80
Vancouver, Victoria & Eastern	181,323 30	303,459 07	22,778 38	507,560 75	641,120 47	−133,559 72
Victoria Terminal Railway & Ferry Co	1,700 11	803 50	395 39	2,899 00	2,281 55	617 45
Victoria & Sidney, B.C	20,321 38	11,071 15	287 44	31,679 97	44,981 12	−13,301 15
Wabash (in Canada)	425,133 33	1,867,139 77	11,339 27	2,303,612 37	2,193,483 24	110,129 13
York & Carleton	1,893 25	3,786 29	.....	5,679 54	3,855 39	1,824 15
Final total	60,699,934 82	134,488,303 97	4,654,833 34	199,843,072 13	147,731 099 47	52,111,972 66

*From First of August, 1914. †From First January, 1915.

Table 7.—Earnings and Income for the Year ending June 30, 1915.

1	2	3	4	5	A	6	7	8
				Revenue from Transportation.				
Name of Railway.	Passenger Revenue	Revenue per Passenger per Mile.	Mail.	Express.	Excess Baggage, Parlor and Chair Car Revenue and other items.	Total Passenger Service. Train Revenue.	Passenger Earnings per Train Mile.	Proportion to Total Earnings. 100 × Col. 6 / Col. 16.
	$ cts.	Cents.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	p.c.
Algoma Central and Hudson Bay	63,035 72			2,169 00	287 92	65,492 64		10·64
Algoma Eastern	40,684 58	2·880		3,627 63	302 78	44,614 99	·77642	15·63
Atlantic, Quebec and Western	33,815 39	2·527		1,056 76		34,872 15	·58678	44·99
Bedlington and Nelson	25 90	3·477			24	26 14	·03890	88·58
Brandon, Saskatchewan and Hudson Bay	21,338 92	2·564	2,442 38	2,162 91	337 31	26,281 52	·60459	53·21
British Yukon	47,111 59	9·218	3,524 56	3,097 26	1,105 53	54,838 94	1·41702	18·79
Canada & Gulf Terminal	16,566 71	3·178		2,925 00	705 70	20,197 41	·88221	48·25
Canada Southern	2,583,115 82	2·380	154,837 82	395,695 79	53,046 16	3,186,695 59	1·57453	32·78
Canadian Govt. Rys. (Intercolonial)	3,062,815 26	1·824	395,940 18	312,029 63	177,106 18	3,947,891 25	1·24585	35·04
" " (P. E. Island)	178,233 38	1·822	25,562 29	5,287 70	3,538 16	212,621 53	·57824	51·54
Canadian Northern System	5,055,865 03	2·193	212,810 73	644,492 99	215,471 47	6,128,670 22	·88521	23·65
Canadian Pacific	23,917,718 41	2·071	1,374,000 03	2,941,474 36	487,450 95	28,720,643 75	1·44205	31·62
Cape Breton	4,895 91	2·842		467 15	73 00	5,436 06	·27923	52·09
Caraquet	20,318 42	3·014	3,467 10	269 19		24,054 71	·49325	33·60
Crow's Nest Southern	8,703 88	3·374	1,297 32	958 51	99 63	11,059 34	·25105	14·92
Cumberland	13,792 35	3·023	1,156 38	2,577 58	478 70	18,005 01	·58521	17·67
Dominion Atlantic	350,190 70	2·399	15,084 86	25,274 21	15,371 63	405,921 40	·84187	43·59
Eastern British Columbia	1,807 15	5·473	274 95		2 60	2,084 70	·25548	6·27
Elgin & Havelock	2,945 84	3·147	676 08	377 80		3,999 72	·23590	34·01
Essex Terminal								
Esquimalt & Nanaimo	204,849 86	2·995	9,014 42	11,429 21	7,27 21	232,566 70	1·51715	42·89
Fredericton & Grand Lake Coal & Railway Co.	6,636 35	2·514	821 36			7,457 71	·21695	12·00
Grand Trunk	10,011,943 88	1·753	577,805 63	1,220,685 44	388,647 32	12,199,082 27	1·35803	33·46
Grand Trunk Pacific	1,275,691 28	2·479	81,996 76	213,646 56	8,997 60	1,580,332 20	1·20269	23·72
Hereford	16,988 56	3·240	2,991 65	544 75	161 28	20,686 24	·31093	22·77
Inverness Railway & Coal Co.	21,962 25	2·668		622 28	647 07	23,231 60	·54069	10·91
International of New Brunswick	39,278 52	2·854	1,339 52	429 18	320 55	41,367 77	·65282	40·39
Kent Northern	7,851 73	4·132	187 80	664 73		8,704 26	·51498	42·98
Kettle Valley	3,568 24	3·200			40 60	3,608 84	·37913	19·63
Klondike Mines	Not in operation.							
London & Port Stanley	23,959 25	1·329	1,530 99	3,142 72	353 43	28,986 39	·54985	20·94
Lotbiniere & Megantic	5,202 68	2·909	1,964 58			7,167 26	·38164	30·53

Maine Central	10,818 63	2·356	192 36	771 15	47 45	11,829 59	1·15246	63·73
Manitoba Great Northern	5,517 39	2·716	327 04	392 82	66 78	6,304 03	·18445	25·46
Maritime Coal Railway & Power Co	5,658 41	2·954	325 44	536 49	103 51	6,623 85	·22329	9·53
Massawippi Valley	61,676 16	2·457	3,860 31	999 96	606 52	67,142 95	·63667	33·36
Midland Railway of Manitoba	100,094 01	2·102	8,513 88	16,267 52	9,742 74	134,618 15	·92077	53·60
Moncton & Buctouche	11,180 68	2·222	599 04	172 71	102 12	12,054 55	·60500	38·62
Montreal & Atlantic	184,682 69	2·400	13,799 63	16,579 54	3,941 91	219,003 77	·72322	23·53
Montreal & Province Line	33,297 37	1·729	2,415 36	3,423 99	700 53	39,837 25	·73709	37·65
Montreal & Vermont Junction	65,200 48	1·601	2,639 02	4,149 63	740 62	72,729 75	1·15839	57·58
Morrissey, Fernie & Michel	10,168 25	1·350				10,168 25	·37524	10·85
Napierville Junction	13,473 98	2·995		500 15	361 54	14,335 67		14 80
National Transcontinental, operated by Canadian Govt. Railways	38,455 76	2·472	472 80		77 74	39,006 30	2·38526	
Nelson & Fort Sheppard	16,911 70	3·226	1,502 40	2,236 04	194 97	20,845 11	·55574	44·22
New Brunswick Coal and Railway Co	11,281 11	2·680	1,278 07	654 35		13,213 53	·42435	30·97
*New Brunswick & Prince Edward Island	9,100 10	2·546	5,469 12	257 81	142 44	14,969 47	·55276	30·27
New Westminster Southern	3,835 70	3·302	3,523 85	552 53	44 49	7,956 57	·37397	27·11
Northern New Brunswick & Seaboard	608 00					608 00		
North Shore	205 27	3·264				205 27	·06109	24·84
Ottawa & New York	73,557 19	2·309	4,732 55	12,558 10	2,170 95	93,018 79	1·17640	43·81
Pere Marquette	128,521 85	2·282	11,468 95	27,109 20	2,458 20	169,558 20	·65075	7·06
Quebec Central	354,407 26	2·129	31,106 59	21,315 22	9,543 64	416,372 71	·84137	31·06
Quebec, Montreal & Southern	137,552 23	2·605	5,195 22	8,782 01	1,877 73	153,407 19	·72405	42·50
Quebec Oriental	48,505 59	2·440	4,024 08	2,835 29	19 95	55,384 91	·86488	45·04
Quebec Railway, Light and Power Co	8,936 76	1·422				8,936 76	1·22791	11·37
Roberval-Saguenay	9,575 45				66 90	9,642 35		6·09
Red Mountain	1,575 66	2·722	258 40	1,266 13	17 99	3,118 18	·53139	27·95
Rutland & Noyan	8,179 96	2·050	87 64	202 82		8,470 42	1·55677	60·12
Salisbury & Albert	8,781 14	2·661	2,535 30	396 80	144 81	11,858 05	·39579	32·79
Schomberg & Aurora	5,940 34	3·230				5,940 34	·25942	49·29
Stanstead, Shefford & Chambly	29,625 38	1·893	2,589 50	5,952 24	678 10	38,845 22	·63550	49·39
St. Clair Tunnel								
St. Lawrence & Adirondack	213,707 93	1·647	5,538 45	9,135 23	15,962 27	244,343 88	1·42920	43·94
St. Martins	4,745 13	2·500	1,126 40	93 58		5,965 11	·34977	32·43
Sydney & Louisburg	49,799 95	2·261	1,055 60	1,628 04	694 82	53,178 41	1·00406	7·24
**St. John & Quebec	11,283 67	2·494			97 00	11,380 67	·38750	29·27
Temiscouata	50,248 92	2·665	6,366 42	1,990 06	1,028 00	59,633 40	·41966	27·04
Temiskaming & Northern Ontario	480,226 37	2·339	23,318 35	41,378 67	5,474 63	550,398 02	1·13640	37·24
Thousand Islands	8,018 93	3·719	1,018 14	3,085 66	291 82	12,414 55	·40703	35·48
Toronto, Hamilton & Buffalo	362,413 48	2·200	3,968 84	30,570 68	2,692 92	399,645 92	1·30716	31·81
Vancouver, Victoria & Eastern	137,019 50	2·840	8,251 89	27,887 72	8,164 19	181,323 30	·81625	35·72
Victoria Terminal Railway & Ferry Co	1,389 59	2·700	24 98		285 54	1,700 11	·82171	58·64
Victoria & Sidney, B.C	16,499 86	2·830	391 77		3,429 75	20,321 38	·60791	64·14
Wabash (in Canada)	397,993 50	1·307	18 63	20,403 39	6,717 81	425,113 33	·61651	18·45
York & Carleton	1,682 40		20 00	190 85		1,893 25		33·32
Final Total	50,173,267 29		3,026,773 41	6,059,384 72	1,440,509 40	60,699,934 82		

*From 1st August, 1914.
**From 1st January, 1915, only.

TABLE 7.—Earnings and Income for the Year ending June 30, 1915—*Concluded.*

Name of Railway.	9	10	B	11	12	13	14	15	16	17
	Revenue from Transportation.						Revenue from Operations other than Transportation.		Summary of Revenue	
	Freight Revenue.	Revenue per Ton per Mile.	Switching Revenue, Special Serv. Train Rev. and Miscellaneous.	Freight Earnings per Train Mile.	Proportion to Total Earnings. 100 Col. 9 & B / Col. 16.	Total Revenue from Transportation.	Station and Train Privileges, Storage, and Car Service.	Telegraph Rents, and other Sources.	Total Operating Revenues. — Cols. 13 +14+ 15	Total Earnings per Train Mile.
	$ cts.	Cents.	$ cts.	$	p.c.	$ cts.	$ cts.	$ cts.	$ cts.	$
Algoma Central & Hudson Bay	401,699 14	.....	57,019 73	.....	74·57	524,241 51	27,006 39	63,905 68	615,153 58	
Algoma Eastern	202,730 46	1·780	6,912 93	3·77431	73·46	254,258 38	7,452 67	23,656 03	285,367 08	2·55287
Atlantic, Quebec & Western	42,489 10	1·762	160 82	·86591	55·01	77,522 07	.....	.....	77,522 07	·77655
Bedlington & Nelson	3 37	13·480	.....	·501	11·42	29 51	.....	.....	29 51	·04391
Brandon, Saskatchewan & Hudson Bay	18,792 99	1·079	4,249 45	·86952	46·65	49,323 96	64 75	.....	49,388 71	·75886
British Yukon	236,143 44	8·000	.....	5·23077	80·94	290,982 38	56 16	766 18	291,744 72	6·27475
Canada & Gulf Terminal	21,396 86	3·198	.....	·94953	51·12	41,594 27	195 22	62 61	41,852 10	1·82808
Canada Southern	6,426,300 29	·627	48,160 84	3·67028	66·17	9,661,156 72	33,957 95	25,842 28	9,720,956 95	2·71522
Canadian Govt. Rys. (Intercolonial)	7,131,061 59	·616	56,387 42	1·57582	63·86	11,135,340 26	80,125 18	44,244 48	11,259,709 92	1·50860
" " (P. E. Island)	186,117 48	3·892	442 99	·83976	45·17	399,182 00	1,154 61	12,183 65	412,520 26	1·07908
Canadian Northern System	17,873,979 42	·831	337,429 43	2·00954	72·59	24,340,079 07	105,480 30	1,466,546 93	25,912,106 30	1·63814
Canadian Pacific	59,770,681 02	·772	514,916 33	3·17271	66·37	89,006,241 10	359,468 74	1,464,535 27	90,830,245 11	2·46580
Cape Breton	4,743 84	3·632	.....	·24367	45·46	10,179 90	255 28	.....	10,435 18	·53602
Caraquet	45,255 06	3·060	.....	·92811	63·22	69,309 77	.....	2,272 28	71,582 05	1·46800
Crow's Nest Southern	62,707 34	·768	305 75	1·66200	85·04	74,072 43	13·53	.....	74,085 96	1·19017
Cumberland	83,290 10	1·582	.....	1·63310	81·85	101,295 11	.....	588 30	101,883 41	1·99766
Dominion Atlantic	506,614 50	2·331	2,102 40	1·85208	54·63	914,638 30	4,307 64	12,106 62	931,052 56	1·64284
Eastern British Columbia	30,480 52	3·589	30 39	3·90776	91·77	32,595 61	154 45	496 25	33,246 31	4·06235
Elgin & Havelock	7,761 24	.....	.....	·45711	65·99	11,760 96	.....	.....	11,760 96	·69368
Essex Terminal	39,304 97	.....	4,200 04	.....	92·07	43,505 01	868 00	3,967 30	48,340 31	.....
Esquimalt & Nanaimo	284,696 30	2·789	4,910 69	2·91512	53·41	522,173 60	3,309 26	16,719 47	542,202 42	2·19708
Fredericton & Grand Lake Coal and Railway Co	53,667 68	1·789	.....	1·56125	86·37	61,125 39	.....	1,011 69	62,137 08	1·45409
Grand Trunk	23,378,255 03	·687	367,557 69	2·20055	65·13	35,944,894 99	228,055 40	283,267 06	36,456,217 45	1·92083
Grand Trunk Pacific	4,894,944 53	·716	55,083 99	2·51814	74·31	6,530,360 72	10,793 68	119,429 83	6,660,584 23	2·13128
Hereford	69,734 47	3·801	17 51	1·99914	76·78	90,438 22	148 03	250 00	90,836 25	1·32859
Inverness Railway & Coal Co	188,339 60	1·184	13 00	1·77648	88·46	211,584 20	489 52	837 89	212,911 61	2,00811
International of New Brunswick	60,238 18	2·629	11 02	1·02482	58·83	101,616 97	335 51	450 62	102,403 10	1,46193
Kent Northern	11,543 59	7·958	.....	·68297	57·02	20,247 85	.....	.....	20,247 85	1·19796
Kettle Valley	14,463 69	5·413	43 00	1·34448	78·00	18,115 53	.....	267 50	18,383 03	1·70877
London & Port Stanley	103,292 85	·999	5,078 82	2·27843	78·30	137,358 06	360 42	378 27	138,396 75	1·50348

Lotbiniere & Megantic	16,287 03	5·137		·86725	69 49	23,454 29		Dr. 18 69	23,435 60	1·24792
Maine Central	6,731 80	·577		·64878	36·27	18,561 39			18,561 39	1·29030
Manitoba Great Northern	17,817 92	·940	351 75	·61517	73·38	24,473 70	286 30		24,760 00	·63719
Maritime Coal Railway & Power Co	62,823 87	2·767		2·11077	90.43	69,447 72		24 00	69,471 72	2·34180
Massawippi Valley	130,759 36	·888	1,705 86	1·98364	65·82	199,608 17	1,286 89	331 22	201,226 28	1·23151
Midland Railway of Manitoba	92,469 70	·927	5,418 42	1·19800	38·97	232,506 27	3,053 40	15,578 23	251,137 90	1·12024
Moncton & Buctouche	17,906 30	4·135		·90000	57·36	29,960 85		1,252 51	31,213 36	1·15501
Montreal & Atlantic	683,483 27	1·236	10,259 89	2·03284	74·56	912,746 93	4,534 80	13,144 11	930,425 84	1·8213
Montreal & Province Line	63,537 91	2·654	280 27	1·75908	60·31	103,655 43	490 45	1,664 35	105,810 23	1·36580
Montreal & Vermont Junction	52,543 66	·614	822 92	1·83770	42 25	126,096 33	61 54	140 83	126,298 70	1·37974
Morrissey, Fernie & Michel	77,988 94	2·587	5,476 17	2·87814	89·15	93,633 36			93,633 36	3·45542
Napierville Junction	82,285 46	·712	17 45	3·99871	85·00	96,638 58	92 30	90 87	96,821 75	2·51891
National Transcontinental, operated by Canadian Govt. Railways	240,384 23	1·092	458 54	1·04226		279,849 07	781 47	257 21	280,887 75	1·18991
Nelson & Fort Sheppard	24,254 01	3·156	82 50	1·29327	51·62	45,181 62	195 30	1,768 72	47,145 64	·83713
New Brunswick Coal and Railway Co	26,990 00	3·325		·86676	63·26	40,203 53		2,456 21	42,659 74	1·28076
†New Brunswick & P. E. Island	32,932 97	2·165	1,431 32	·94315	69·49	49,333 76	76 39	49,451 58	49,451 58	1·20952
New Westminster Southern	19,458 89	4·712	91 80	·91459	65·81	27,507 26	4 72	2,198 50	29,710 48	1·39643
Northern New Brunswick & Seaboard	1,028 31					1,636 31			1,636 31	
North Shore	619 91	4·999		·18450	75·16	825 18			825 18	·24559
Ottawa & New York	117,158 13	·771	183 32	2·16378	55·27	210,360 24	1,228 03	726 38	212,314 65	1·59369
Pere Marquette	2,193,139 63	·495	27,031 96	2·52911	92·18	2,389,729 79	7,347 18	3,797 57	2,400,874 54	2·15379
Quebec Central	903,397 77	1·338		1·88311	67·40	1,319,770 48	5,694 54	14,800 58	1,340,265 60	1·89660
Quebec, Montreal & Southern	203,140 28	1·659	2,357 54	1·24349	56·92	358,905 01	1,930 66	157 14	360,992 81	1·24536
Quebec Oriental	67,503 35	1·515		1·27094	54·89	122,888 26	80 05		122,968 31	1·18222
Quebec Railway, Light & Power Co	68,744 66	4·206	591 59	3·35683	88·28	78,273 01	183 47	81 52	78,538 00	2·82948
Roberval-Saguenay	98,326 17				62·13	107,968 52	935 75	49,351 03	158,255 30	
Red Mountain	5,895 66	4·473	1,881 00	·91747	69·71	10,894 84	10 55	249 15	11,154 54	1·72138
Rutland & Noyan	5,617 27	·949		2·60300	39·88	14,087 69			14,087 69	1·85389
Salisbury & Albert	21,608 90	2·856		·72126	59·75	33,466 95		2,694 74	36,161 69	1·20700
Schomberg & Aurora	6,109 84	4·600		·26684	50·71	12,050 18			12,050 18	·52626
Stanstead, Shefford & Chambly	38,770 03	1·868	519 04	·99229	49·95	78,134 29	343 99	164 48	78,642 76	·94814
St. Clair Tunnel			328,708 50		98·44	328,708 50		5,210 89	333,919 39	
St. Lawrence & Adirondack	308,185 27	1·109	839 55	3·83912	55·57	553,368 70	2,673 13	26 80	556,068 63	2·21233
St. Martins	12,291 59	5·318		·70885	66·84	18,256 70		132 80	18,389 50	1·06055
Sydney & Louisburg	633,433 07	·942	14,514 37	2·78022	89·95	701,125 85	2,806 10	16,366 69	720,298 64	2·76224
**St. John & Quebec	26,952 46	2·332	3 00	·78947	69·32	38,336 13	6 36	541 27	38,883 76	1·13899
Temiscouata	158,557 80	2·437	356 79	2·02189	72·07	218,547 99	1,583 90	350 14	220,482 03	1·46015
Temiskaming & Northern Ontario	886,564 62	1·025	6,502 40	2·19313	60·43	1,443,465 04	14,562 56	19,679 14	1,477,724 74	1·81405
Thousand Islands	19,142 52	11·121	10 00	·62762	54·74	31,567 07	65 96	3,350 57	34,983 60	1·14700
Toronto, Hamilton & Buffalo	790,928 23	1·224	60,584 56	6·46241	67·86	1,251,158 71	3,399 55	1,610 25	1,256,168 51	2·93074
Vancouver, Victoria & Eastern	296,723 86	1·467	6,735 21	2·11470	59·78	484,782 37	12,982 83	9,795 55	507,560 75	1·76605
Victoria Terminal Railway & Ferry Co	803 50	5·602		1·30016	27·73	2,503 61	395 39		2,899 00	1·08455
Victoria Sidney, B.C	10,930 15	5·427	141 00	1·09532	34·94	31,392 53	287 44		31,679 97	·73362
Wabash (in Canada)	1,865,241 13	·482	1,898 64	2·43412	80·97	2,292,273 10	4,833 69	6,505 58	2,303,612 37	1·59229
York & Carleton	3,786 29				66·68	5,679 54			5,679 54	
Final Total	132,543,984 37		1,944,319 60			195,188,238 79	936,267 38	3,718,565 96	199,843,072 13	

†From 1st August 1914. **From 1st January 1915 only.

TABLE 8.—Summary of Operating Expenses for the Year ending June 30, 1915.

Name of Railway.	Maintenance of Way and Structures.							
	Superintendence.	Ballast.	Ties.	Rails.	Other Track Material.	Roadway and Track.	Removal of Snow, Sand, and Ice.	Tunnels
	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.
Algoma Central & Hudson Bay	7,995 39	11,455 19	2,957 28	Cr. 203 63	1,808 89	44,373 62	5,859 00	
Algoma Eastern	3,710 42		5,500 01	115 90	910 82	22,100 94	1,028 97	
Atlantic, Quebec & Western	1,043 25	96 00	68 75		354 83	20,483 78	667 65	323 90
Bedlington & Nelson	448 25		993 72	1 21	7 93	831 64	13 72	
Brandon, Saskatchewan & Hudson Bay	3,668 17	28 55	10,808 73	170 99	722 65	19,648 45	1,448 07	
British Yukon	30 98	282 76	2,532 99	20 02	77 36	9,935 77	3,608 40	
Canada & Gulf Terminal	708 50				72 36	7,160 14	92 75	
Canada Southern	64,165 73	6,271 72	251,868 73	52,049 46	36,596 62	316,396 72	28,432 10	12,111 24
Canadian Government Ry. (Intercolonial)	104,567 34	49,324 74	411,789 40	135,206 48	116,184 23	784,468 13	55,841 16	
" " (P.E. Island)	11,273 35	7,418 45	30,840 71	578 89	3,719 39	74,278 76	4,146 38	
Canadian Northern System	168,245 00	13,671 94	590,399 49	76,551 05	92,429 14	2,028,159 31	96,771 56	149 88
Canadian Pacific	595,945 62	149,628 91	1,606,033 03	502,515 99	175,278 90	5,358,005 48	322,357 32	9,662 84
Cape Breton	250 00			1,388 16		4,337 77		
Caraquet	840 00	300 00	2,732 69		1,200 12	9,259 00		
Crow's Nest Southern	7,114 04		10,168 67	1,331 99	1,889 34	44,059 23	1,468 81	
Cumberland	906 10		5,840 62	622 35	613 18	9,791 78	545 30	
Dominion Atlantic	9,534 49	745 51	49,827 91	30,751 11	4,966 74	84,696 07	1,413 02	
Eastern British Columbia	1,065 20	50 50	2,626 69		110 13	5,331 16	487 49	
Elgin & Havelock			404 81		58 12	3,387 89	5 00	
Essex Terminal	349 25	95 71	3,264 40	4,151 80	337 55	2,256 95	223 45	
Esquimalt & Nanaimo	7,824 57	Cr. 205 00	6,139 08	Cr. 259 42	666 25	51,800 16	185 82	
Fredericton & Grand Lake & Coal Ry. Co					124 02	10,113 94	327 50	
Grand Trunk	160,114 31	31,633 06	996,316 48	252,025 27	291,125 82	1,667,845 51	162,280 29	
Grand Trunk Pacific	163,484 75	9,550 41	234,340 58	25,536 54	30,237 31	1,001,469 25	62,642 18	571 07
Hereford	1,803 43	366 24	8,462 73	723 06	1,160 61	17,881 68	1,156 86	
Inverness Railway & Coal Co	1,569 22		4,800 00	2,100 00	2,707 49	17,743 14	1,105 64	
International of New Brunswick	2,489 03	75 80	8,832 41	659 12	2,895 22	25,606 20	3,513 88	
Kent Northern	525 00		2,338 98		200 00	3,382 45	400 00	
Kettle Valley	375 00		534 50			6,815 73	0 85	
Klondike Mines				Not operated				
London & Port Stanley	1,464 52	23 26	3,034 23	2,140 21	1,665 65	11,045 35	2,132 07	
Lotbiniere & Megantic			2,317 57	48 30	170 80	5,926 99		
Maine Central	45 00		528 98		24 98	1,492 54		
Manitoba & Great Northern	4,562 64		25,778 11	289 77	939 16	23,422 55	1,632 68	
Maritime Coal, Ry. & Power Co	774 50		1,623 26			7,781 45		
Massawippi Valley	1,531 49		20,003 10	3,035 64	3,065 78	24,440 48	1,384 32	

Midland Ry. Co. of Manitoba	3,339 92	593 51	83 65	100 71	205 53	2,497 61	967 15	
Moncton & Buctouche	809 70			131 41		5,738 90		
Montreal & Atlantic	9,635 37	578 87	33,033 52	4,941 02	2,382 82	72,881 15	5,030 52	
Montreal & Province Line	954 90	3,083 66	11,674 00	933 73 Cr.	319 66	13,690 03		
Montreal & Vermont Junction	1,012 83		5,599 45	751 66	818 04	8,298 95		
Morrissey, Fernie & Michel			3,265 28	3,142 97		3,439 79	1,038 23	
Napierville Junction	1,171 76	237 00	3,407 95	755 67	405 78	5,611 94	427 26	
National Transcontinental, Operated by Can. Govt. Railways	11,706 80	1,256 77	19,084 89	546 23	4,360 62	86,039 24	17,219 26	
Nelson & Fort Sheppard	4,689 51		5,085 64	36 11	698 61	18,647 26	503 62	
New Brunswick Coal & Railway Co		122 00	162 28	1,001 11	349 53	15,356 41	6 81	
*New Brunswick & P. E. Island	774 18	337 01	2,221 48	641 05	512 35	13,525 52	216 33	
New Westminster Southern	1,550 35		2,663 99	90 36	101 35	3,709 59	13 15	
Northern New Brunswick & Seaboard					5 07	587 50		
North Shore						70 96		
Ottawa & New York	4,383 06	7,411 94	20,583 49	3,582 93	5,243 26	29,459 46	1,395 04	
Pere Marquette	13,079 97	1,451 25	40,645 45	13,212 86	12,075 54	65,679 47	7,290 01	
Quebec Central	7,063 13	8,000 00	21,000 00	22,000 00	2,918 34	101,325 10	617 77	
Quebec, Montreal & Southern	9,175 18	3,890 44	22,677 28	1,090 00	3,545 30	40,902 17	3,468 64	
Quebec Oriental	1,956 85		7,844 62		500 27	20,235 02	304 25	
Quebec Ry., Light & Power Co	268 98	38 47	1,056 80	5 08	126 02	3,240 35	984 66	
Roberval—Saguenay	503 27	75 10	462 60	16 00	316 77	8,505 35	1,273 11	
Red Mountain	1,598 81		1,435 19	12 68	57 65	4,954 16	568 51	
Rutland & Noyan	241 60	13 30	815 16	79 93	158 75	1,371 24	71 65	
Salisbury & Albert	815 07	16 80	1,952 54		204 34	6,787 28		
Schomberg & Aurora						4,302 59	1,647 76	
Stanstead, Shefford & Chambly	768 37	608 24	7,351 32	1,486 29	1,206 72	10,843 31		
St. Clair Tunnel	373 01				4 00	2,349 61	178 36	14,219 64
**St. John & Quebec	914 73	Cr. 35 70	20 24	56 57	1,787 60	13,487 46	2,304 88	
St. Lawrence & Adirondack	2,516 21	4,730 24	14,889 80	3,042 29	899 83	19,535 79	1,494 66	
St. Martins			2,696 93	146 81	837 70	3,501 77		
Sydney & Louisburg	3,450 61	55 00	12,412 33	7,712 07	7,334 70	44,765 15	1,157 43	
Temiscouata	2,213 75		9,095 06	52 35	799 92	28,928 20	252 97	
Temiskaming & Northern Ontario	24,768 83	20,776 48	27,545 07	27,313 21	8,928 18	196,267 11	15,061 43	
Thousand Islands	414 92	359 01	774 87	6 70	102 91	1,445 32	614 22	
Toronto, Hamilton & Buffalo	9,338 82	4,296 13	31,987 26	23,718 94	11,817 38	80,729 46	7,392 24	1,633 85
Vancouver, Victoria & Eastern	23,191 18	11 45	26,814 32	1,023 55	3,417 22	96,841 42	1,678 31	2,230 89
Victoria Terminal Ry. & Ferry Co	23 37	5 22	27 24		50 35	203 02		
Victoria & Sidney, B.C	463 62	314 78	676 73		820 26	3,380 07		
Wabash (In Canada)	1,170 75		216 12	95 80 Cr.	135 94	13 31		
York & Carleton			105 80		14 68	1,092 00		
Final total	1,472,763 95	339,040 72	4,643,177 08	1,209,376 35	844,873 18	12,765,970 05	834,350 47	40,903 31

*From 1st August, 1914
**From 1st January, 1915, only.

TABLE 8.—Summary of Operating Expenses for the Year ending June 30, 1915—*Continued.*

Name of Railway.	MAINTENANCE OF WAY AND STRUCTURES—*Continued.*							
	Bridges, Trestles and Culverts.	Over and under Grade Crossings.	Grade Crossings, Fences, Cattle Guards and Signs.	Snow and Sand Fences and Snow Sheds.	Signals and Interlocking Plants.	Telegraph and Telephone Lines.	Electric Power Transmission.	Buildings, Fixtures and Grounds.
	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.
Algoma Central & Hudson Bay	25,352 63		483 00		8 71	2,315 14		4,817 69
Algoma Eastern	3,051 19		146 37		25 35	909 73		751 23
Atlantic, Quebec & Western	1,722 75		571 50	86 28		7 25		293 10
Bedlington & Nelson	366 27		43 03		13 35	1 56		27 29
Brandon, Saskatchewan & Hudson Bay	540 07		764 94	359 79	681 76	302 81		1,205 88
British Yukon	1,461 06		88 93	291 23		591 84		2,145 06
Canada & Gulf Terminal	41 92		26 60	9 00		111 04		148 03
Canada Southern	14,973 93	1,520 74	16,719 77	4 80	35,572 16	7,766 76	4,711 66	33,044 48
Canadian Government Ry. (Intercolonial)	55,563 95	1,492 51	40,380 21	1,208 12	7,698 80	4,755 38		258,670 51
" " (P.E. Island)	1,337 55		8,842 00	3,025 97	335 31	291 60		16,569 79
Canadian Northern System	426,103 24		58,493 19	1,949 34	18,380 14	60,313 22	8,965 72	260,991 02
Canadian Pacific	671,473 33	9,828 68	211,097 37	44,717 79	99,901 41	160,091 72		1,077,633 70
Cape Breton	29 15		84 85			12 74		143 00
Caraquet	2,342 69		426 35					
Crow's Nest Southern	22,200 13		259 90		60 20	429 68		292 12
Cumberland	977 90		338 43			22 98		1,123 53
Dominion Atlantic	7,544 25	278 29	8,581 79	5 08	812 63	69 99		4,362 18
Eastern British Columbia	39 84					118 06		169 61
Elgin & Havelock	547 23		7 79					192 00
Essex Terminal	18 00		131 48		1,308 42	0 32		558 93
Esquimalt & Nanaimo	6,950 80		2,378 95		42 05	276 28		9,497 10
Fredericton & Grand Lake Coal & Ry. Co	42 51					50 57		41 78
Grand Trunk	282,701 05	Cr. 27,068 35	159,652 53	4,773 12	46,925 53	42,541 63		626,535 93
Grand Trunk-Pacific	144,384 63	748 25	8,925 47	2,391 29	2,663 42	51,452 76	337 47	106,423 49
Hereford	605 40		1,187 72		4 03			1,242 12
Inverness Railway & Coal Co	3,255 94		592 43	247 85		1,467 21		1,953 35
International of New Brunswick	14 61		25 75			1,160 49		760 12
Kent Northern	Not operated							222 75
Kettle Valley	4 00					4 75		
Klondike Mines								
London and Port Stanley	72 68		567 83		60 84	22 69		1,052 08
Lotbiniere & Megantic	777 99		20 64			19 76		164 55
Maine Central								
Manitoba Great Northern	612 24		282 11	68 03	636 30	147 02		1,381 34
Maritime Coal, Ry. and Power Co	956 14		37 88			31 78		187 31

Massawippi Valley	8,449 64		2,158 12	10 00	120 01	10 13		3,690 48
Midland Ry. Co. of Manitoba	204 28		130 39	0 68		69 15		914 82
Moncton or Buctouche	401 56							
Montreal & Atlantic	49,701 70	Cr. 4,074 11	8,403 72	21 88	1,375 01	2,557 37		18,061 01
Montreal & Province Line	2,677 54		1,309 69	1,749 81		244 44		764 26
Montreal & Terminal Junction	2,282 23		449 23	665 25		234 31		906 43
Morrisey, Fernie & Michel								61 47
Napierville Junction	30 98		153 52	28 32	79 23	46 90		226 90
National Transcontinental, Operated by Canadian Govt. Railways	1,106 49	7 00	553 05	27 28	170 65	4,064 57		2,956 43
Nelson and Fort Sheppard	4,960 40	60 50			95 49	241 59		278 22
New Brunswick Coal & Railway Co	786 53		12 30			839 17		1,118 30
*New Brunswick & P.E. Island	1,142 83		293 11			21 44		2,813 00
New Westminster Southern	Cr. 1,236 50		75 82		37 64			220 50
Northern New Brunswick & Seaboard								
North Shore								
Ottawa & New York	9,744 74	35 71	1,729 81	125 60	2,224 60	414 26		10,675 50
Pere Marquette	8,183 46		8,127 21	21 44	1,096 41	193 61		14,345 45
Quebec Central	2,099 90		928 28	231 65	99 04	19 38		9,705 57
Quebec, Montreal & Southern	12,120 42		2,415 46	56 15	883 40	106 15		5,746 60
Quebec Oriental	1,494 99		542 83	293 52		26 00		985 25
Quebec Ry., Light & Power Co	181 74		444 86	1 23	24 50	76 39		1,044 73
Roberval-Saguenay	65 27	61 53	459 33	465 13	102 85	736 50	6,067 23	984 90
Red Mountain	482 45		5 50		20 31	93 39		57 46
Rutland & Noyan	185 12	48 70	47 34	3 24	12 75	5 98		282 68
Salisbury & Albert	62 27		76 38	54 00				161 46
Schomberg & Aurora	432 36							121 63
Stanstead, Shefford & Chambly	2,444 04		1,058 91	1,045 70	5 58	204 05		1,578 52
St. Clair Tunnel	155 50				1,880 79	119 27	3,381 99	1,549 79
**St. John & Quebec	16 99		202 66	6 14	20 62			186 47
St. Lawrence & Adirondack	3,440 81		1,755 52	23 83	507 01	151 06		7,595 58
St. Martin's	683 26							
Sydney & Louisburg	1,090 52		2,656 62	162 25		751 33		4,193 94
Temiscouata	4,173 51		899 85	231 33				1,160 41
Temiskaming & Northern Ontario	29,400 62	88 75	4,787 19		63 16	4,666 03		35,721 65
Thousand Islands	644 76		68 71					683 72
Toronto, Hamilton & Buffalo	13,789 17	709 55	7,441 97		16,775 43	441 85		25,573 60
Vancouver, Victoria & Eastern	82,203 23		2,202 22		1,148 11	1,193 74		6,560 29
Victoria Terminal Ry. & Ferry Co	0 42		10 51			24 31		10 84
Victoria & Sidney, B.C	783 25		179 27			381 54		171 57
Wabash (In Canada)								1,859 62
York & Carleton								
Final total	1,920,451 55	Cr. 16,262 25	570,738 19	64,362 12	241,873 00	353,220 67	23,464 07	2,575,570 12

*From 1st August 1914. **From 1st January 1915 only.

TABLE 8.—Summary Operating of Expenses for the Year ending June 30, 1915—*Continued.*

Name of Railway.	MAINTENANCE OF WAY AND STRUCTURES—*Concluded.*							
	Docks and Wharves.	Roadway Tools and Supplies.	Injuries to Persons.	Stationery and Printing.	Other Expenses.	Maintaining Joint Tracks, Yards, and Other Facilities. Dr.	Maintaining Joint Tracks, Yards, and Other Facilities. Cr.	Total—Maintenance of Way and Structures.
	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.
Algoma Central & Hudson Bay	3,017 05	1,990 85	98 00	169 14	10,184 32			122,682 27
Algoma Eastern	420 30	654 24	20 75	124 34	1,847 77	1,897 57		43,215 90
Atlantic, Quebec & Western		699 24			348 92			26,767 20
Bedlington & Nelson		16 44	2 05	8 15	32 89			2,807 50
Brandon, Saskatchewan & Hudson Bay		428 78	267 34	113 42	8 34			41,168 44
British Yukon	362 65	450 15	0 96					21,880 16
Canada & Gulf Terminal		448 74						8 819 08
Canada Southern	477 41	11,035 71	969 80	2,292 88	34 67	66,326 71	64,842 83	898,500 97
Canadian Government Ry. (Intercolonial)	25,437 06	17,571 64	2,274 70	10,129 24	477 73	43,877 43	10,037 12	2,116,981 64
" " (P.E. Island)	4,444 53	2,511 91	8 44	493 82				170,116 85
Canadian Northern System	9,107 33	52-657 75	14,201 89	3,510 88	1,168 20	38,395 76	45,794 56	3,974,820 49
Canadian Pacific	53,731 21	107,866 59	48,981 42	24,340 52	1,302 28	198,415 41	28,270 63	14,400,538 89
Cape Breton								6,245 67
Caraquet				62 15				17,163 00
Crow's Nest Southern		1,144 79	643 08	116 00	413 87	114 25		91,706 10
Cumberland		82 32			83 87			20,948 36
Dominion Atlantic	277 36	1,991 10	132 81	413 39	459 74			206,863 46
Eastern British Columbia		547 82			43 97			10,590 47
Elgin & Havelock		9 23						4,612 07
Essex Terminal		11 78						12,708 04
Esquimalt & Nanaimo	598 83	1,748 72	107 49	69 44				87,821 12
Fredericton & Grand Lake Coal & Ry. Co		603 76						11,304 08
Grand Trunk	19,859 77	54,325 89	1,334 92	5,290 97	1,489 42	49,107 20	419,115 16	4,409,695 28
Grand Trunk Pacific	4,411 84	27,598 57	1,438 23	4,311 34	100,59	4,667,25	235 41	1,887,451 28
Hereford		411 26	0 40	127 39	163 62	822 02		36,118 57
Inverness Railway & Coal Co		324 01	5 00	77 36	50 00			37,998 64
International of New Brunswick		974 01		73 51		250 00		47,330 15
Kent Northern				20 87				7,090 05
Kettle Valley		210 78			17 75			7,963 36
Klondike Mines	Not operated							
London & Port Stanley	Cr. 809 88	169 96		35 77		24 20	4,312 76	18,388 70
Lotbiniere & Megantic	101 42	62 76						9,610 78
Maine Central				10 70				2,102 20
Manitoba Great Northern		585 18	133 95	141 41	10 85	820 91		61,444 25

Maritime Coal, Railway & Power Co.						360 00		11,752 32
Massawippi Valley		1,306 57	2 37	65 17	70 03	662 64		70,005 97
Midland Railway Co. of Manitoba		110 08	100 00	113 70		46,673 53		56,104 71
Moncton & Buctouche		34 30						7,115 87
Montreal & Atlantic		1,677 67	1,747 36	354 66	45 50	3,765 84		212,120 88
Montreal & Province Line		238 42		12 60	132 00	7 49		37,153 00
Montreal & Vermont Junction		302 15		31 45	51 24			21 403 22
Morrissey, Fernie & Michel					2,553 36	18 25		13,519 35
Napierville Junction		68 66		9 65				12,761 52
National Transcontinental, Operated by Can. Government Railways		3,320 52		49 97		550 00		153,019 77
Nelson & Fort Sheppard		296 72	574 20	84 95	Cr 18 84	3,292 00		39,525 98
New Brunswick Coal & Railway Co.		1,077 40						20,831 84
*New Brunswick & P. E. Island		586 09		90 93				23,175 32
New Westminster Southern		48 14	23 87	28 27	Cr. 11-72			7,314 81
Northern New Brunswick & Seaboard					148 50			741 07
North Shore								70 96
Ottawa & New York		920 40	215 14	8 85	27 72	1,454 21		99,635 72
Pere Marquette	2,157 99	2,421 50	522 10	367 06	16 00	89,534 37	804 17	279,616 98
Quebec Central		3,218 06	848 60	177 62	54 00	720 00		181,026 44
Quebec, Montreal & Southern		418 68	1,231 00	245 91		290 00	6,689 89	101,572 89
Quebec Oriental		1,085 71	80 00		241 20			35,590 51
Quebec Railway, Light & Power Co.		101 03	4 23	9 67		393 06		8,001 80
Roverval—Saguenay	13 56	400 51	115 66		13 90	124 34		20,762 91
Red Mountain		15 24	5 42	19 90	Cr.. 4 04			9,322 63
Rutland & Noyan	0 63	42 88	4 15	5 70	0 04	85 31	80 45	3,395 70
Salisbury & Albert		120 00			18 00			10,268 14
Schomberg & Aurora		12 55						6,516 89
Stanstead, Shefford & Chambly		263 27		12 60	102 96	114 11		29,098 99
St. Clair Tunnel		13 54		14 29				24,239 79
**St. John & Quebec		2,126 23		78 49		300 00		21,473 38
St. Lawrence & Adirondack		890 67	126 01	20 97	24 37	16,464 24		78,108 89
St. Martia's								7,866 47
Sydney & Louisburg		646 56			3,220 95			89,609 46
Temiscouata		678 50	18 25	10 26	197 64			48,712 00
Temiskaming & Northern Ontario		5,567 60	71 96	767 32	3 30	1,623 50	7,066 29	396,355 10
Thousand Islands	370 32	69 63		15 75				5,570 84
Toronto, Hamilton & Buffalo		1,942 67	1,559 00	539 42		1,822 98	40,461 84	201,047 88
Vancouver, Victoria & Eastern	351 99	1,994 91	1,145 17	414 87	Cr. 5 73	210 58		252,627 72
Victoria Terminal Railway & Ferry Co.	14 41	9 47						379 16
Victoria & Sidney, B.C.	9,264 25	152 21						16,587 55
Wabash (In Canada)	48 17			3 23	245 89	321,546 11	834 39	324,228 69
York & Carleton		6 29						1,218 77
Final total	133,658 20	319,323 81	79,015 72	55,485 67	25,365 07	894,731 36	Cr. 628,545 50	28,762,906 91

*From 1st August 1914. **From 1st January 1915 only.

TABLE 8.—Summary of Operating Expenses for the Year ended June 30, 1915—*Continued.*

Name of Railway.	Maintenance of Equipment.							
	Superintendence.	Steam Locomotives—Repairs.	Steam Locomotives—Renewals.	Electric Locomotives—Repairs.	Electric Locomotives—Renewals.	Passenger-Train Cars—Repairs.	Passenger-Train Cars—Renewals.	Freight-Train Cars—Repairs.
	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.
Algoma Central & Hudson Bay	5,165 92	27,196 64				4,766 78		37,379 09
Algoma Eastern	2,077 39	9,283 48				2,290 49		12,708 63
Atlantic, Quebec & Western		12,413 51				4,314 64		414 73
Bedlington & Nelson	4 78	95 45						
Brandon, Saskatchewan & Hudson Bay	569 57	5,138 87				1,653 16		1,561 88
British Yukon	1,049 37	4,233 78				1,161 24		2,046 25
Canada & Gulf Terminal	387 40	1,508 87				322 23		80 81
Canada Southern	42,980 19	435,930 36	103,758 21	7,538 52	13,019 00	36,981 29	18,746 15	365,178 96
Canadian Government Rys. (Intercolonial)	89,095 04	855,418 86				365,617 38		757,750 37
" " (P.E. Island)	8,278 50	38,135 00				18,927 96	333 11	20,010 20
Canadian Northern System	79,199 63	1,215,486 86	14,883 68	6,964 67		412,929 77	2,214 60	969,288 57
Canadian Pacific	370,512 77	3,771,443 25	103,974 50			1,511,032 40	60,898 26	3,944,958 50
Cape Breton		635 96				276 73		7 40
Caraquet	945 00	3,990 00				483 00		752 54
Crow's Nest Southern	585 25	6,862 67				988 49		8,625 41
Cumberland	735 53	3,765 44				354 71		3,012 88
Dominion Atlantic	3,759 82	53,607 38	12,000 00			17,751 18		14,569 78
Eastern British Columbia	355 67	2,329 99				243 14		1,353 14
Elgin & Hevelock		1,071 15				41 89		
Essex Terminal		1,343 41						
Esquimalt & Nanaimo	3,054 58	26,635 29				11,731 21		8,086 14
Ferderieton & Grand Lake Coal & Ry. Co		19,974 96				1,627 02		
Grand Trunk	112,961 47	2,763,253 41				503,011 52		2,352,166 42
Grand Trunk Pacific	118,496 96	669,849 59				147,063 81		296,783 82
Hereford	603 11	7,226 09	Cr. 40·75			2,081 34	0 44	4,343 79
Inverness Railway & Coal Co	1,781 84	12,452 05				995 12		9,883 92
International of New Brunswick	158 28	5,041 47				631 51		1,278 02
Kent Northern	525 00	2,700 00				300 00		100 00
Kettle Valley	193 00	458 13						108 00
Klondike Mines	Not operated							
London & Port Stanley	884 81	15,191 43	47 14			2,978 17	23 88	185 40
Lotbiniere & Megantie		1,019 31				87 32		477 88
Maine Central	102 33	496 05	Cr. 6 53			386 06	04	1,307 96
Manitoba Great Northern	502 76	2,280 01				938 31		1,392 12
Maritime Coal, Railway & Power Co	1,200 00	3,711 65				374 00		35 74

Massawippi Valley	1,348 17	17,526 75				3,232 15			13,445 90
Midland Railway of Manitoba	3,665 61	14,682 12				11,835 15			8,218 98
Moncton & Buctouche		944 61				470 06			837 35
Montreal & Atlantic	4,411 92	44,393 61				836 17			7,308 52
Montreal & Province Line	341 58	Cr. 448 92	1,638 31			Cr. 344 28	825 19	Cr.	620 21
Montreal & Vermont Junction	853 92		1,638 25			20 22	1,375 37		69 22
Morrissey, Fernie & Michel		5,808 03				5,211 29			
Napierville Junction	328 79	3,865 60				988 44	1,703 75		233 92
National Transcontinental, Operated by Can. Government Railways	4,497 85	13,797 78				1,447 43			13,629 05
Nelson & Fort Sheppard	471 97	2,675 33				897 34			520 30
New Brunswick Coal & Railway Co		3,993 38				261 77			1,693 92
*New Brunswick & P.E. Island	37 96	5,009 88				715 40			2,034 96
New Westminster Southern	210 77	1,364 83				561 22			
Northern New Brunswick & Seaboard						10 40			
North Shore									
Ottawa & New York	5,771 25	27,136 72				1,717 79			5,234 80
Pere Marquette	10,969 61	121,791 73	377 93			17,212 82	138 01		6,085 50
Quebec Central	9,424 88	39,178 19	13,750 00			15,274 32	8,250 00		39,510 55
Quebec, Montreal & Southern	8,880,66	25,360 71				7,246 07			128,383 00
Quebec Oriental		9,185 73				2,378 79			1,140 59
Quebec Railway, Light & Power Co	436 93	5,243 07				1,938 62			12,253 33
Roverval—Saguenay	541 44	2,295 44		1,576 88		1,042 95			3,202 54
Red Mountain	79 70	557 83							
Rutland & Noyan	84 78	655 19	141 67			210 10	110 08		547 40
Salisbury & Albert		6,115 32				464 89			787 24
Schomberg & Aurora		203 08							1,208 40
Stanstead, Shefford & Chambly	345 07	24 60	1,843 12			208 94	550 25		743 75
St. Clair Tunnel	1,284 10			12,131 36					196 99
**St. John & Quebec	150 00	1,896 35				131 66			127 74
St. Lawrence & Adirondack	3,798 52	4,339 64	10,721 29			7,746 92			1,896 33
St. Martins		555 11				92 13			
Sydney & Louisburg	1,773 12	61,575 76				2,186 88			89,244 55
Temiscouata	2,920 55	7,821 35				2,698 63			7,535 17
Temiskaming & Northern Ontario	9,048 72	92,500 82	14,784 00			56,974 65	13,972 76		22,737 00
Thousand Islands		502 57				96 16			
Toronto, Hamilton & Buffalo	11,178 57	70,979 88	5,498 38			13,226 06	1,771 20		31,061 13
Vancouver, Victoria & Eastern	3,358 66	27,208 92				9,451 07			9,896 37
Victoria Terminal Railway & Ferry Co	11 64	262 36				6 34			29 00
Victoria & Sidney, B.C	206 50	4,108 86				102 51			481 26
Wabash (In Canada)	14,098 42	211,486 02	34 20			29,217 16	17 57		163,829 04
York & Carleton			77 00						
Final total	946,697 63	10,814,778 62	285,120 30	28,211 43	13,019 00	3,238,110 09	110,930 66		9,389,351 94

*From 1st August 1914. **From 1st January 1915 only.

TABLE 8.—Summary of Operating Expenses for the Year ending June 30, 1915—*Continued.*

Name of Railway.	MAINTENANCE OF EQUIPMENT—*Continued.*							
	Freight-Train Cars—Renewals.	Electric Equipment of Cars—Repairs.	Work Equipment—Repairs.	Work Equipment—Renewals.	Floating Equipment—Repairs.	Floating Equipment—Renewals.	Shop Machinery and Tools.	Power Plant Equipment.
	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.
Algoma Central & Hudson Bay			3,457 74				2,226 10	
Algoma Eastern			293 40				398 96	
Atlantic, Quebec & Western			467 99				976 06	
Bedlington & Nelson			51 54					
Brandon, Saskatchewan & Hudson Bay			534 47				235 32	
British Yukon			1,147 92				294 8	
Canada & Gulf Terminal								
Canada Southern	128,685 18		1,328 88	12,242 33			8,942 34	11,832 07
Canadian Government Ry. (Intercolonial)			49,826 16		7,331 13		65,746 58	
" " (P.E. Island)			1,838 41				3,116 44	
Canadian Northern System	70,800 28	25,242 89	83,400 90	685 52			93,285 13	1,388 56
Canadian Pacific	480,840 35		302,771 13	110,414 72	9,392 66		553,488 05	
Cape Breton								
Caraquet	540 08				460 00		525 00	
Crow's Nest Southern			1,088 90				238 13	
Cumberland			Cr. 1,101 19					
Dominion Atlantic			2,802 07				380 11	
Eastern British Columbia							148 04	
Elgin & Havelock								
Essex Terminal	20 75						8 15	
Esquimalt & Nanaimo			1,981 33				1,686 02	
Fredericton & Grand Lake Coal & Ry. Co.	93 35						6 10	
Grand Trunk			95,552 59		114,067 00		256,815 24	2,391 68
Grand Trunk Pacific			49,704 34				76,103 61	Cr 3,756 69
Hereford	54 32		318 50	8 09			87 76	
Inverness Railway & Coal Co			51 02				919 86	
International of New Brunswick			179 82					
Kent Northern			100 00					
Kettle Valley								
Klondike Mines	Not operated							
London & Port Stanley	5 53		5,476 84	15 06			605 57	83 85
Lotbiniere & Megantic							410 58	
Maine Central	6 70		29 57	0 60			26 86	
Manitoba Great Northern			762 81				146 63	
Maritime Coal, Railway & Power Co			380 04				106 96	

Massawippi Valley			208 25				913 76	
Midland Railway of Manitoba			163 96				957 38	
Moncton & Buctouche			532 75				114 22	
Montreal & Atlantic	6,443 13		58 36	7,557 23			4,419 39	
Montreal & Province Line	1,042 18		10 58	241 00			37 64	
Montreal & Vermont Junction	6,063 95			90 37				
Morrissey, Fernie & Michel							1,289 54	
Napierville Junction			69 49					
National Transcontinental, Operated by Can. Government Railways			1,352 65				748 73	
Nelson & Fort Sheppard			476 37				214 10	
New Brunswick Coal & Railway Co							3,270 40	
*New Brunswick & P.E. Island			0 20				1 00	
New Westminster Southern			173 67				72 74	
Northern New Brunswick & Seaboard								
North Shore								
Ottawa & New York			2,050 15	56 16			3,702 56	
Pere Marquette	Cr. 143 49		1,468 18	4 04	4,777 74		7,431 50	1,058 19
Quebec Central			1,206 35				5,342 66	
Quebec, Montreal & Southern	798 39		879 74	109 94			932 54	
Quebec Oriental			411 62				1,016 28	
Quebec Railway, Light & Power Co			52 80				194 10	
Roberval-Saguenay							615 01	61 43
Red Mountain			105 19					
Rutland & Noyan	186 60		7 65	37 40			25 35	
Salisbury & Albert							129 35	
Schomberg & Aurora								
Stanstead, Shefford & Chambly	2,368 82		29 25	170 70			277 56	
St. Clair Tunnel							53 31	18,368 79
**St. John & Quebec			8 05				11 12	
St. Lawrence & Adirondack			183 27	1,728 04			9 16	
St. Martins								
Sydney & Louisburg			2,553 74					
Temiscouata			444 80				459 38	
Temiskaming & Northern Ontario	21,567 96		35,703 48	3,337 44			4,381 32	
Thousand Islands							31 58	
Toronto, Hamilton & Buffalo	30,160 64		3,641 74	1,242 98			4,402 41	
Vancouver, Victoria & Eastern			3,181 88		1,847 02		1,027 50	
Victoria Terminal Railway & Ferry Co							3 00	
Victoria & Sidney, B.C							48 04	
Wabash (In Canada)	3,950 54						11,266 98	
York & Carleton								
Final total	753,485 26	25,242 89	657,419 35	137,941 62	137,875 55		1,120,324 07	31,427 88

*From 1st August 1914. **From 1st January 1915 only.

TABLE 8.—Summary of Operating Expenses for the Year ending June 30, 1915—*Continued.*

Name of Railway.	Maintenance and Equipment—*Concluded.*					Traffic Expenses.		
	Injuries to Persons.	Stationery and Printing.	Other Expenses.	Maintaining Joint Equipment at Terminals. Dr.	Maintaining Joint Equipment at Terminals. Cr.	Total Maintenance of Equipment.	Superintendence.	Outside Agencies.
	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.
Algoma Central & Hudson Bay	23 83	168 22	4,858 33			85,242 65	3,727 72	212 31
Algoma Eastern		131 64	932 28			28,116 27	1,395 12	2,085 04
Atlantic, Quebec & Western						18,586 93		
Bedlington & Nelson						151 77		
Brandon, Saskatchewan & Hudson Bay	138 54	20 26	20 57			9,872 64	547 31	1,578 01
British Yukon	0 32	6 96				9,940 70	2,498 24	2,554 59
Canada & Gulf Terminal			24 00			2,323 31	580 34	
Canada Southern	2,564 30	4,229 59	25 35	2,826 77		1,196,809 49	74,853 27	64,250 08
Canadian Government Ry. (Intercolonial)	2,164 89	10,661 73	23,573 07	8,407 26		2,235,592 47	58,261 59	115,399 49
" " (P.E. Island)	31 27	417 07	1,668 13			92,756 09	2,973 82	5,550 32
Canadian Northern System	10,334 64	6,351 26	3,196 78	9,219 16	126 05	3,004,746 85	190,618 62	172,340 67
Canadian Pacific	46,991 54	35,562 52		6,202 49	518 10	11,307,965 04	567,595 31	1,562,269 68
Cape Breton						920 09		
Caraquet			485 00			8,180 62	500 00	
Crow's Nest Southern	138 95	20 03	21 38			18,569 21	588 72	1,768 50
Cumberland			140 32			6,907 69		
Dominion Atlantic	36 50	122 58				105,029 42	8,286 05	2,520 48
Eastern British Columbia			5 35			4,435 33		25 00
Elgin & Havelock						1,113 04		
Essex Terminal						1,372 31		
Esquimalt & Nanaimo		50 31				53,224 88		
Fredericton & Grand Lake Coal & Ry. Co						21,701 43		
Grand Trunk	9,720 06	15,909 12	9,259 98	10,539 12	169,523 82	6,076,123 79	235,430 68	633,376 35
Grand Trunk Pacific	1,547 18	2,872 84	252,658 16			1,611,323 62	63,629 29	71,006 29
Hereford	0 40	45 00	236 15			14,964 24	806 74	97 77
Inverness Railway & Coal Co		77 36	740 05			26,901 22	98 16	
International of New Brunswick			0 69			7,289 79	350 00	9 70
Kent Northern						3,725 00		
Kettle Valley			1 53			760 66	279 40	
Klondike Mines	not operated.							
London & Port Stanley	164 83	41 41				25,703 92	1,539 08	2,144 82
Lotbiniere & Megantic			674 76			2,669 85		
Maine Central		7 64	46 15			2,403 43	181 69	20 82
Manitoba Great Northern	91 86	12 59	13 01			6,140 10	389 42	1,171 27
Maritime Coal, Railway & Power Co						5,808 39		

Massawippi Valley	2 62	86 71	1,187 47			37,951 78	2,098 38	479 80
Midland Railway of Manitoba	460 72	202 03	32 66	1,717 00		41,935 61	2,287 29	6,545 77
Moncton & Buctouche			1,057 50			3,956 49		
Montreal & Atlantic		337 70				75,766 03		
Montreal & Province Line	0 26	42 39	211 56			2,977 18	423 86	487 80
Montreal & Vermont Junction	0 66	105 99	528 84			10,746 79	1,059 41	1,366 18
Morrissey, Fernie & Michel			1,100 00			13,408 86		
Napierville Junction	37 67	45 13				7,272 79	608 41	
National Transcontinental, Operated by Can. Government Railways		13 62	437 83			35,924 94	2,733 66	1,136 50
Nelson & Fort Sheppard	124 41	18 06	18 55			5,416 43	466 45	1,317 17
New Brunswick Coal & Railway Co						9,219 47		
*New Brunswick & P.E. Island		1 99				7,801 39	61 20	14 75
New Westminster Southern	48 29	6 33	6 59			2,444 44	207 77	635 86
Northern New Brunswick & Seaboard			9 90			20 30	200 00	
North Shore								
Ottawa & New York	24 94	18 92	16 12	62 46		45,791 87	4,655 30	531 71
Pere Marquette	2,189 80	531 56		513 66		174,406 78	20,227 44	28,167 48
Quebec Central	204 58	172 46	4,049 06	75,795 40	81,258 94	130,899 51	10,004 26	9,840 91
Quebec, Montreal & Southern	204 05	612 46				173,407 56	6,195 74	304 45
Quebec Oriental			12 60			14,145 61		
Quebec Railway, Light & Power Co	1 13	25 15	2,963 14			23,108 27		566 46
Roverval—Saguenay			312 59	437 76		10,086 04	765 25	
Red Mountain	4 93					747 65	73 00	274 63
Rutland & Noyan	1 29	4 67				2,012 18	243 33	344 53
Salisbury & Albert			1,519 08			9,015 88		
Schomberg & Aurora						1,411 48		
Stanstead, Shefford & Chambly	0 26	42 39	211 56			6,816 27	428 01	572 13
St. Clair Tunnel		37 05				32,071 60		
**St. John & Quebec						2,324 92	929 05	168 40
St. Lawrence & Adirondack	46 77	236 63	1,501 24			32,207 81	3,503 55	3,318 74
St. Martins						647 24		
Sydney & Louisburg			9 01			157,343 06	1,190 23	
Temiscouata		59 13	6,861 89			28,800 90	2,511 13	
Temiskaming & Northern Ontario	96 88	919 97	Cr. 916 86		1,125 42	273,982 72	10,533 92	298 08
Thousand Islands						630 31		
Toronto, Hamilton & Buffalo	1,045 00	449 71			7,375 93	167,281 77	14,010 79	1,239 10
Vancouver, Victoria & Eastern	844 97	87 15	91 43	13 36		57,008 33	2,555 50	7,509 56
Victoria Terminal Railway & Ferry Co						312 34	59 07	
Victoria & Sydney, B.C						4,947 17	1,031 63	
Wabash (In Canada)	104 36	1,200 93	812 83	120,192 65	1,840 78	554,369 92	23,521 25	66,939 91
York & Carleton			192 15			269 15		
Final total	79,392 70	81,966 26	320,807 78	235,927 09	Cr. 261,769 04	28,146,261 08	1,327,715 45	2,770,441 11

*From 1st August, 1914.
**From 1st January, 1915, only.

TABLE 8.—Summary of Operating Expenses for the Year ending June 30, 1915—*Continued.*

Name of Railway.	Traffic Expenses.							Transportation Expenses.
	Advertising.	Traffic Associations.	Fast Freight Lines.	Industrial and Immigration Bureaus.	Stationery and Printing.	Other Expenses.	Total Traffic Expenses.	Superintendence.
	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.
Algoma Central & Hudson Bay	984 89	145 95	11 94		340 97	106 31	5,530 09	5,373 71
Algoma Eastern	377 48	141 99			185 87	29 88	4,215 38	3,262 47
Atlantic, Quebec & Western								
Bedlington & Nelson								11 42
Brandon, Saskatchewan & Hudson Bay	864 84	60 89		373 42	279 16	3 28	3,706 91	1,769 94
British Yukon	1,787 01				483 45		7,323 29	,2206 59
Canada & Gulf Terminal	42 73						623 07	992 50
Canada Southern	16,304 76	2,388 50	53,442 72	73 38	53,995 69	Cr. 337 08	264,971 32	82,546 34
Canadian Government Ry. (Intercolonial)	51,648 51	3,899 35			31,089 26	71 14	260,369 34	78,499 96
" " (P.E. Island)	870 45				831 69		10,226 28	4,934 76
Canadian Northern System	131,110 98	9,782 86		16,598 28	40,802 70	1,741 17	562,995 28	322,666 86
Canadian Pacific	506,240 31	53,432 55		21,238 37	277,161 21	2,226 54	2,990,163 97	1,166,487 58
Cape Breton	25 00						25 00	550 00
Caraquet						348 78	848 78	
Crow's Nest Southern	661 76	72 66		355 45	309 54	4 38	3,761 01	1,484 62
Cumberland	8 50	20 00					28 50	733 50
Dominion Atlantic	6,476 99	427 15			2,261 41		19,972 08	4,431 66
Eastern British Columbia							25 00	2,214 36
Elgin & Havelock								
Essex Terminal	42 50	135 50					178 00	1,800 00
Esquimalt & Nanaimo	292 90				74 85		367 75	8,568 05
Fredericton & Grand Lake Coal & Ry. Co		69 63					69 63	
Grand Trunk	105,532 94	31,037 31	49,319 79	9,130 57	104,696 77	1,948 13	1,170,472 54	365,674 52
Grand Trunk Pacific	47,553 62	1,222 76	250 00	4,304 00	22,730 31	448 64	211,144 91	113,068 33
Hereford	572 08	22 87	0 21	45 55	241 60	1 13	1,787 95	1,211 12
Inverness Railway & Coal Co	283 18			8 62	38 68		428 64	441 77
International of New Brunswick	133 34				277 47		770 51	921 79
Kent Northern								525 00
Kettle Valley	59 10				193 87		532 37	560 24
Klondike Mines	not operated.							
London & Port Stanley	289 91	103 80	92 86		712 33		4,882 80	1,537 10
Lotbiniere & Megantic	8 90	97 47			21 86		127 33	
Maine Central	126 84	5 09	0 06	10 15	53 65	0 63	398 93	264 44
Manitoba Great Northern	350 74	53 04		231 28	207 53	2 84	2,406 12	973 02

Maritime Coal, Railway & Power Co.								990 00
Massawippi Valley	474 93	196 03			38 50		3,287 61	4,142 46
Midland Railway of Manitoba	3,351 21	184 05		1,030 25	959 31	13 25	14,371 13	3,908 31
Moncton & Buctouche								
Montreal & Atlantic								10,279 77
Montreal & Province Line	66 74	49 15			240 17	1 36	1,269 08	503 33
Montreal & Vermont Junction	212 32	64 69	0 54		599 91	3 42	3,306 47	1,495 39
Morrissey, Fernie & Michel								2,040 00
Napierville Junction	6 00	106 29		0 38	59 56		780 64	522 41
National Transcontinental, operated by Can. Government Railways	676 30				743 64		5,290 10	6,767 80
Nelson and Fort Sheppard	781 02	48 94		337 31	234 36	2 81	3,188 06	1,327 23
New Brunswick Coal & Railway Co.		72 12					72 12	
*New Brunswick & P.E. Island	41 40				229 63		346 98	69 83
New Westminster Southern	65 30	32 52		115 35	114 53	1 60	1,172 93	411 36
Northern New Brunswick & Seaboard						130 93	330 93	
North Shore								
Ottawa & New York	820 32	186 42	21 89		2,502 24	2 11	8,719 99	2,503 37
Pere Marquette	1,906 58	1,385 65	1,963 02		9,084 38		62,734 55	22,288 01
Quebec Central	4,084 59	1,051 56			2,165 83	193 77	27,340 92	10,033 39
Quebec, Montreal & Southern	29 55	156 33		0 38	555 62		7,242 07	4,890 09
Quebec Oriental								
Quebec Railway, Light & Power Co.	942 54	49 73			16 31	44 56	1,619 60	854 14
Roberval-Saguenay	105 70	55 25			3 50	365 32	1,295 02	783 85
Red Mountain		14 71			45 45	0 69	408 48	113 27
Rutland & Noyan	87 37	13 46	29 89	0 98	105 64	3 00	828 14	111 56
Salisbury & Albert	26 02				6 00		32 02	
Schomberg & Aurora								
Stanstead, Shefford & Chambly	131 87	45 14	0 12		241 10	1 36	1,419 73	633 85
St. Clair Tunnel								5,966 97
**St. John & Quebec	60 00				178 35		1,335 86	805 94
St. Lawrence & Adirondack	807 80	7 20	204 75	126 08	674 66	60 98	8,703 76	3,741 93
St. Martins								
Sydney & Louisburg	1,152 15	194 75					2,537 13	2,854 00
Temiscouata	778 12	157 14			352 24		3,798 63	1,891 90
Temiskaming & Northern Ontario	2,538 85	622 77		2,297 19	1,877 14		18,167 95	14,884 52
Thousand Islands								600 00
Toronto, Hamilton & Buffalo	2,382 66	515 82	638 21		1,494 94		20,281 52	23,471 39
Vancouver, Victoria & Eastern	3,483 75	308 58		1,614 07	1,334 40	67 28	16,873 14	6,601 66
Victoria Terminal Railway & Ferry Co.					0 24		59 31	23 37
Victoria & Sidney, B.C.					3 72		1,035 35	412 91
Wabash (In Canada)	3,908 53	2,096 80			10,872 39	91 80	107,430 68	14,702 93
York & Carleton								
Final total	901,570 98	110,734 47	105,975 94	57,891 06	571,723 63	7,580 01	5,853,632 65	2,324,438 59

*From 1st August, 1914.
**From 1st January, 1915, only.

TABLE 8.—Summary of Operating Expenses for the Year ending June 30, 1915—*Continued.*

Name of Railway.	Transportation Expenses.							
	Despatching Trains.	Station Employees.	Weighing and Car Service Associations.	Coal and Ore Docks.	Station Supplies and Expenses.	Yard-masters and their Clerks.	Yard Conductors and Brakemen.	Yard Switch and Signal Tenders.
	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.
Algoma Central & Hudson Bay	1,387 92	14,536 89	210 43	16,339 64	2,414 00	230 00	5,825 31	321 70
Algoma Eastern	971 40	4,402 25	48 96	8,748 26	390 84		67 11	
Atlantic, Quebec & Western	312 25	6,283 35			1,074 79			
Bedlington & Nelson	8 17							
Brandon, Saskatchewan & Hudson Bay	722 85	7,872 55	57 82		1,470 05			
British Yukon	952 54	13,263 89			1,257 16		262 85	
Canada & Gulf Terminal		2,285 89	1,147 95		611 85			
Canada Southern	18,121 52	170,599 31	1,080 52		20,970 38	65,070 20	187,474 39	28,222 93
Canadian Government Ry. (Intercolonial)	190,761 48	880,278 46	1,582 87		112,487 08	57,733 16	222,992 35	17,223 87
" " (P.E. Island)	5,278 24	76,680 04			8,961 67	3,427 24	7,285 32	
Canadian Northern System	120,100 65	1,471,013 85	7,256 24	2,918 19	140,595 44	103,663 02	274,432 95	11,695 40
Canadian Pacific	564,686 82	5,637,311 31	10,974 54		515,272 14	318,890 92	1,315,838 32	128,595 80
Cape Breton		1,110 00			1 70		1,664 00	
Caraquet		4,500 45			719 00			
Crow's Nest Southern	720 50	7,170 45	83 44		448 69			
Cumberland	726 00	5,008 65	2,293 05		403 25	884 33	9,208 44	
Dominion Atlantic	3,839 17	61,934 99			6,173 63	3,917 48		
Eastern British Columbia		1,780 80	49 09		46 91			
Elgin & Havelock		520 00						
Essex Terminal		2,282 30	60 00					
Esquimalt & Nanaimo	8,838 12	45,578 05	217 89		3,312 94	29 20	5,688 63	
Fredericton & Grand Lake Coal & Ry. Co		1,360 34					935 28	
Grand Trunk	150,145 55	2,619,691 54	12,068 98		246,930 04	210,794 50	782,779 78	96,117 95
Grand Trunk Pacific	52,105 91	366,010 18	2,341 77	84 25	50,933 49	31,500 28	75,866 87	6,804 61
Hereford	1,522 74	5,086 50	42 17		553 04			
Inverness Railway & Coal Co	440 52	5,761 78			542 75		2,057 53	30 00
International of New Brunswick	1,064 93	3,819 89			337 38	201 53	445 45	
Kent Northern		1,621 58			500 00			
Kettle Valley	140 00	55 38						
Klondike Mines	not operated.							
London & Port Stanley	1,057 76	12,529 76	191 17		457 38	2,291 19	7,156 02	208 21
Lotbiniere & Megantic		1,302 36			221 80			
Maine Central	108 99		3 72					
Manitoba Great Northern	287 77	5,580 16	58 26		1,019 76			
Maritime Coal, Railway & Power Co		1,320 00			9 70			

Massawippi Valley	2,715 48	23,525 54	85 87		1,424 07			
Midland Railway of Manitoba	10 38	30,107 36	117 26		14,887 70	1,276 17	4,560 17	27 07
Moncton & Bouctouche		2,115 23						
Montreal & Atlantic	7,096 25	68,961 79	33 32		7,654 15	2,018 96	8,862 35	310 25
Montreal & Province Line	246 56	5,386 52			1,316 02			
Montreal & Vermont Junction	738 55	3,625 85			780 26			
Morrissey, Fernie & Michel		2,185 00						
Napierville Junction	233 68	2,560 22	0 70		300 47		Cr.	0 19
National Transcontinental, operated by Can. Government Railways	662 49	5,672 58			4,798 08	103 59	205 10	
Nelson & Port Sheppard	677 83	3,098 38	45 04		375 27			
New Brunswick Coal & Railway Co		2,496 00						
*New Brunswick & P.E. Island	406 62	3,029 82			217 21		349 20	
New Westminster Southern	117 10	5 40	37 62		10 56			
Northern New Brunswick & Seaboard		299 00						
North Shore								
Ottawa & New York	1,386 16	18,937 84	77 99		Cr. 3,094 70		1,706 10	217 76
Pere Marquette	10,530 65	87,075 39	2,489 04		6,017 47	4,438 05	21,186 27	851 22
Quebec Central	6,858 70	78,972 27	639 85		9,453 30	1,073 48	4,056 50	
Quebec, Montreal & Southern	2,241 21	26,993 40	134 17		2,929 85		1,136 41	60 00
Quebec Oriental	317 25	6,621 38			1,058 02			
Quebec Railway, Light & Power Co	828 54	5,580 75	203 35		707 34	269 01	884 57	1,276 77
Roberval-Saguenay	666 25	4,142 06	20 5·		1,940 46		6 00	695 03
Red Mountain	89 54	3,451 60	19 16		301 61			
Rutland & Noyan	46 18	646 98	0 42		63 48	42 09	145 20	25 35
Salisbury & Albert		1,272 00			52 16			
Schomberg & Aurora					31 00			
Stanstead, Shefford & Chambly	639 04	8,922 75			1,190 24	35 40	15 60	396 00
St. Clair Tunnel	6,501 63						13,612 19	618 15
**St. John & Quebec	54 16	1,612 02			374 18	1 32	24 91	
St. Lawrence & Adirondack	1,364 34	16,498 89	122 27		3,713 36			
St. Martins		292 50	793 80					
Sydney & Louisburg	5,383 25	21,428 11	17,697 34		2,198 64	6,455 07	47,944 54	705 84
Temiscouata	1,500 00	10,312 40	141 26		990 21			
Temiskaming & Northern Ontario	13,265 26	123,165 01	371 36		14,691 70	11,213 44	20,638 67	1,444 98
Thousand Islands		4,207 07	29 23		720 94			
Toronto, Hamilton & Buffalo	12,504 63	115,552 35	400 63		8,095 30	9,862 45	25,586 49	2,758 45
Vancouver, Victoria & Eastern	2,278 47	45,748 61	317 39		5,707 45	1,560 02	9,015 89	314 45
Victoria Terminal Railway & Ferry Co		240 48			41 15			
Victoria & Sidney, B.C.		3,769 23			644 77			
Wabash (In Canada)	11 49	20,351 07	4,541 64		2,018 12		1,449 37	4 72
York & Carleton								
Final total	1,203,714 49	12,197,514 80	68,088 16	28,090 34	1,209,685 66	836,982 10	3,061,416 48	298,826 32

*From 1st August, 1914.
**From 1st January, 1915, only.

TABLE 8.—Summary of Operating Expenses for the Year ending June 30, 1915—*Continued.*

Name of Railway.	TRANSPORTATION EXPENSES—*Continued.*							
	Yard Supplies and Expenses.	Yard Enginemen.	Enginehouse Expenses—Yard.	Fuel for Yard Locomotives.	Water for Yard Locomotives	Lubricants for Yard Locomotives.	Other Supplies for Yard Locomotives.	Operating Joint Yards and Terminals—Dr.
	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.
Algoma Central & Hudson Bay	32 89	4,151 79	925 47	6,740 72	407 97	92 97	73 01	
Algoma Eastern		55 66		75 37		3 22	2 00	2,068 50
Atlantic, Quebec & Western								
Bedlington & Nelson								
Brandon, Saskatchewan & Hudson Bay								
British Yukon		225 87		598 29		16 23	4 16	
Canada & Gulf Terminal								
Canada Southern	8,588 49	96,856 48	25,963 65	131,142 39	6,619 37	1,595 37	1,922 60	667,781 78
Canadian Government Ry. (Intercolonial)	26,256 08	138,874 72	43,297 43	201,672 46	9,413 45	1,928 04	2,169 52	141,515 96
" " (P.E. Island)	84 19	8,913 11	239 26	6,102 72	249 50	124 57	88 46	
Canadian Northern System	6,509 47	189,519 41	63,302 22	282,619 50	20,255 71	5,767 96	2,618 10	267,057 58
Canadian Pacific	37,807 51	843,674 96	330,195 37	940,641 84	53,568 50	12,456 10	18,678 47	341,137 54
Cape Breton								
Caraquet			480 00					
Crow's Nest Southern								
Cumberland								
Dominion Atlantic		8,384 87	3,226 66	20,108 91	320 40	314 08	112 88	2,173 55
Eastern British Columbia								
Elgin & Havelock		989 05	356 00					
Essex Terminal								
Esquimalt & Nanaimo		3,817 52	680 14	1,444 69	148 92	80 31	29 14	4,111 50
Fredericton & Grand Lake Coal & Ry. Co								
Grand Trunk	16,748 45	472,165 95	103,793 81	564,417 02	34,838 69	8,420 39	15,167 17	97,039 70
Grand Trunk Pacific	2,009 64	50,637 09	22,188 06	102,813 67	4,499 22	1,307 02	1,512 92	69,658 57
Hereford		431 03		479 63	28 10	3 09		1,736 97
Inverness Railway & Coal Co	88 90	1,809 26	522 42	3,221 10		108 44	27 19	
International of New Brunswick	3 28	88 70	203 65	425 75		20 93	0 66	2,069 00
Kent Northern								
Kettle Valley		13 60						
Klondike Mines	not operated.							
London & Port Stanley	99 02	7,514 78	2,352 08	3,487 77	136 19	57 04	40 24	
Lotbiniere & Megantic								
Maine Central								
Manitoba Great Northern								685 94

Maritime Coal, Railway & Power Co.		172 65	55 52	1,151 50	72 25	66 26	32 51	
Massawippi Valley								639 29
Midland Railway of Manitoba	139 18	2,564 25	1,873 63	9,264 79	7,96	233 21	192 75	6,868 00
Moncton & Buctouche								
Montreal & Atlantic	304 15	5,721 20	1,295 00	5,464 32	187 88	119 39	122 85	52,301 46
Montreal & Province Line			143 33	3 02	56 56			471 98
Montreal & Vermont Junction								
Morrissey, Fernie & Michel		440 30						
Napierville Junction	38 50			3,915 63				
National Transcontinental, Operated by Can. Government Railways	25	320 55	31 80	870 13				2,090 71
Nelson & Fort Sheppard								6,428 58
New Brunswick Coal & Railway Co								
*New Brunswick & Prince Edward Island	35 22		102 44	629 22				
New Westminster Southern								
Northern New Brunswick & Seaboard								
North Shore								
Ottawa & New York	7 77	2,102 98	272 12	3,198 74	31 50	19 25	14 18	8,480 22
Pere Marquette	360 49	17,045 91	6,333 46	29,990 80	982 77	476 24	628 84	36,381 61
Quebec Central		3,786 60	1,532 37	8,353 45	69 28	199 22	23 61	7,894 52
Quebec, Montreal & Southern	233 17	1,087 61	750 00	11,197 35	356 48	50 49	20 03	435 00
Quebec Oriental								
Quebec Railway, Light & Power Co	101 42	408 68	0 05	560 54	2 00	0 41	14 83	
Roberval—Saguenay	9 25	33 77	1,728 15	2,068 25	216 78		3 20	
Red Mountain								
Rutland & Noyan	4 33	97 76	23 98	120 20	7 15	1 57	1 80	129 30
Salisbury & Albert								
Schomberg & Aurora								
Stanstead, Shefford & Chambly		36 00	143 50	3 02	61 04		8 57	573 87
St. Clair Tunnel	827 99		934 03			595 19	272 74	
**St. John & Quebec			379 64	147 15				976 75
St. Lawrence & Adirondack								83,721 55
St. Martins								
Sydney & Louisburg								
Temiscouata								
Temiskaming & Northern Ontario	670 58	13,809 44	4,559 82	24,523 63	558 93	431 20	238 84	3,389 28
Thousand Islands	11 58							
Toronto, Hamilton & Buffalo	613 02	20,901 37	4,221 85	40,501 34	2,331 28	459 23	228 69	
Vancouver, Victoria & Eastern	73 02	5,424 00	1,420 16	9,114 90	320 31	79 23	39 51	634 41
Victoria Terminal Railway & Ferry Co								
Victoria & Sidney, B.C								
Wabash (In Canada)	74 53	2,830 92	117 41	275 22	41 48	3 35	10 17	347,720 08
York & Carleton								
Final total	101,732 37	1,904,907 84	623,644 48	2,416,345 02	135,789 67	35,030 00	44,299 64	2,156,173 20

*From 1st August, 1914.
**From 1st January, 1915.

TABLE 8.—Summary of Operating Expenses for the Year ending June 30, 1915—*Continued.*

Name of Railway.	TRANSPORTATION EXPENSES—*Continued.*							
	Operating Joint Yards and Terminals—Cr.	Motormen.	Road Enginemen.	Enginehouse Expenses—Road.	Fuel for Road Locomotives.	Water for Road Locomotives.	Lubricants for Road Locomotives.	Other supplies for Road Locomotives.
	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.
Algoma Central & Hudson Bay			28,740 81	10,789 53	69,438 30	3,858 79	1,065 73	828 02
Algoma Eastern			10,322 39	6,996 13	26,034 24	1,278 57	425 27	143 78
Atlantic, Quebec & Western			6,164 00	3,157 34	26,328 24	930 15	1,008 06	438 45
Bedlington & Nelson			199 93	47 78	210 28	20 08	2 19	0 39
Brandon, Saskatchewan & Hudson Bay			6,519 85	1,479 47	8,070 06	804 68	55 70	112 92
British Yukon			3,505 93	1,754 24	6,774 28	328 97	138 98	51 28
Canada & Gulf Terminal			1,736 28	644 19	6,593 79	114 98	578 57	
Canada Southern	10,327 16	27,794 00	313,028 64	77,731 47	680,628 95	35,097 44	9,175 00	5,509 86
Canadian Government Ry. (Intercolonial)	78,349 00		663,869 18	322,240 00	1,807,268 57	69,026 94	25,844 58	19,232 80
" " (P.E. Island)			32,329 47	12,709 58	61,027 95	2,209 97	1,316 52	905 12
Canadian Northern System	24,749 25	1,020 21	1,188,798 70	489,493 79	2,367,093 39	214,906 73	51,710 85	23,113 29
Canadian Pacific	156,842 25		3,594,005 60	1,180,530 39	6,969,916 64	494,848 77	116,841 61	103,815 60
Cape Breton			2,568 05		3,507 25		217 72	
Caraquet			1,650 00		12,729 75		715 77	
Crow's Nest Southern			8,546 79	1,371 44	14,293 58	1,118 96	186 39	115 48
Cumberland			8,018 42	2,113 37	9,992 25	201 00	649 75	37 16
Dominion Atlantic			43,169 79	20,945 50	96,889 50	2,952 45	1,544 44	712 27
Eastern British Columbia			2,691 02	1,062 15	2,209 36		290 06	104 41
Elgin & Havelock					1,954 89	14 10	100 98	157 83
Essex Terminal			1,851 45	720 20	2,841 14		9 53	
Esquimalt & Nanaimo			25,232 21	9,468 13	33,831 78	1,467 64	661 48	389 98
Fredericton & Grand Lake Coal & Ry. Co			4,085 95		13,814 09	79 74	466 94	
Grand Trunk	550,687 21		1,503,869 23	367,279 28	3,799,630 39	191,404 43	38,405 87	59,550 91
Grand Trunk Pacific	732 24		302,405 04	122,016 27	743,730 25	102,282 72	11,878 19	9,498 61
Hereford			6,095 31	2,758 47	16,078 26	723 52	167 33	164 85
Inverness Railway & Coal Co			6,554 68	2,235 72	14,851 09	429 41	593 96	337 42
International of New Brunswick	8 50		5,633 03	849 37	13,185 63	14 50	167 93	84 75
Kent Northern			917 79	355 05	2,971 82	85 79	293 00	
Kettle Valley			1,107 04	146 40	2,347 72	35 00	4 88	
Klondike Mines								
London & Port Stanley	not operated.		9,759 45	5,368 14	20,107 27	749 79	459 55	414 62
Lotbiniere & Megantic			1,246 27	560 06	3,020 22		145 89	
Maine Central			1,638 56	690 06	2,971 31	131 30	24 96	27 28
Manitoba Great Northern			3,650 40	838 24	5,605 14	265 71	33 50	48 12
Maritime Coal, Railway & Power Co			3,501 99	600 37	7,563 75	522 28	200 08	501 03

Massawippi Valley			16,619 11	5,855 25	25,982 25	1,170 99	254 85	488 70
Midland Railway of Manitoba			26,528 55	8,591 63	49,751 07	3,347 50	703 82	617 45
Moncton & Buctouche			2,022 54	532 40	4,217 71		389 23	55 16
Montreal & Atlantic			59,717 30	17,467 72	111,287 39	2,797 25	1,581 65	1,631 70
Montreal & Province Line			5,200 60	1,065 96	14,964 84	554 13	142 36	103 75
Montreal & Vermont Junction	59 68		6,305 24	19 50	12,329 16	832 55	119 02	143 19
Morrissey, Fernie & Michel			7,219 45	888 76	6,918 32	246 00		1,013 31
Napierville Junction			3,685 42	688 62	10,866 95	659 16	88 53	50 75
National Transcontinental, Operated by Can. Government Railways			23,229 65	9,749 68	49,109 04	4,265 89	593 05	255 10
Nelson & Fort Sheppard	450 00		5,512 48	813 02	7,435 43	456 65	92 12	166 79
New Brunswick Coal & Railway Co			2,793 51		4,564 66	646 15	80 91	
*New Brunswick & Prince Edward Island			5,001 19	1,039 24	6,246 72	366 26	230 06	255 52
New Westminster Southern			2,516 86		2,572 05	1 47	21 09	31 19
Northern New Brunswick & Seaboard			449 40		531 25	62 55	6 00	
North Shore				430 95	432 00		36 62	
Ottawa & New York	401 63		11,730 17	6,721 00	26,876 77	1,450 24	418 22	224 59
Pere Marquette	9,077 13		100,003 36	13,345 89	234,206 59	7,097 86	4,629 12	4,089 12
Quebec Central			58,555 65	14,202 31	187,279 15	623 59	3,521 36	483 09
Quebec, Montreal & Southern	948 00		14,132 65	6,662 81	49,293 63	3,321 56	928 51	411 89
Quebec Oriental			6 228 75	3,563 91	23,698 13	44 25	1,130 50	451 05
Quebec Railway, Light & Power Co			2,659 73	238 46	8,813 04	141 25	132 68	207 49
Roberval—Saguenay		2,898 48	4,392 91	278 85	14,819 26	1,351 34	411 54	204 85
Red Mountain			2,032 16	392 77	2,536 55	56 99	10 29	10 28
Rutland & Noyan	124 38		651 27	212 56	1,203 49	38 98	26 71	14 46
Salisbury & Albert			2,402 74	441 00	6,623 77	8 25	159 17	
Sehomberg & Aurora			2,503 13	813 20	903 15		160 82	
Stanstead, Shefford & Chambly			5,336 26	1,125 76	16,026 30	671 85	152 91	131 49
St. Clair Tunnel		13,014 16						
**St. John & Quebec			3,065 33	443 89	7,049 75	326 86	98 66	49 16
St. Lawrence & Adirondack	241 02		23,729 68	10,425 42	78,557 37	1,463 74	1,151 46	797 95
St. Martins			1,068 96		2,642 93		42 68	31 85
Sydney & Louisburg			48,156 02	11,624 36	66,765 77	2,967 94	6,038 14	2,871 84
Temiscouata	10,205 20		35,011 97	1,258 47	475 15	173 49		
Temiskaming & Northern Ontario	54,991 55		75,653 16	35,686 50	163,326 36	16,765 79	3,267 66	1,277 23
Thousand Islands			2,930 95	24 47	4,348 40		262 33	7 70
Toronto, Hamilton & Buffalo	91,554 61		39,886 42	20,902 64	115,922 12	8,513 02	2,194 19	968 07
Vancouver, Victoria & Eastern			31,961 73	7,243 96	54,607 30	2,237 67	567 30	486 27
Victoria Terminal Railway & Ferry Co			230 83	27 10	319 91	9 52	22 72	0 41
Victoria & Siding, B.C			3,616 68	426 60	5,012 89	150 18	356 61	6 49
Wabash (In Canada)	4,279 38		122,686 60	30,261 04	205,273 04	15,330 35	1,759 54	3,695 02
York & Carleton			1,032 00		652 00			48 72
Final total	Cr. 983,822 99	44,726 85	8,535,066 89	2,859,098 30	18,472,709 61	1,205,140 06	297,634 84	247,711 35

*From 1st August, 1914.
**From 1st January, 1915.

TABLE 8.—Summary of Operating Expenses for the Year ending June 30, 1915—*Continued.*

Name of Railway.	Transportation Expenses—*Continued.*							
	Operating Power Plants.	Purchased Power.	Road Trainmen.	Train Supplies and Expenses.	Interlockers, Block and other Signals—Operation.	Crossing Flagmen and Gatemen.	Drawbridge Operation.	Clearing Wrecks.
	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.
Algoma Central & Hudson Bay			28,140 48	7,274 02	533 06			3,725 08
Algoma Eastern			12,265 39	1,945 37	68 26		1,414 01	369 86
Atlantic, Quebec & Western			6,440 57	1,169 41				118 00
Bedlington & Nelson			77 95					0 10
Brandon, Saskatchewan & Hudson Bay			6,893 15	2,457 59	5,083 62	18 02		892 20
British Yukon			3,749 63	774 85				16 25
Canada & Gulf Terminal			2,092 61	Cr. 343 13				
Canada Southern		29,452 98	363,961 83	34,015 96	53,834 45	9,454 66	3,038 70	3,771 10
Canadian Government Ry. (Intercolonial)			860,085 19	227,131 21	17,208 47	19,827 02	3,142 79	20,814 14
" " (P.E. Island)			48,314 65	10,241 71	170 73	667 15	667 08	550 06
Canadian Northern System	9,374 53	32,021 63	1,284,881 34	421,092 60	88,630 07	27,023 44	5,593 06	52,653 98
Canadian Pacific			3,742,339 34	1,701,832 10	91,838 39	43,999 89	17,638 64	71,999 06
Cape Breton			52 66					
Caraquet			4,500 02	253 20				
Crow's Nest Southern			9,374 97	2,505 16				311 54
Cumberland				74 89				96 59
Dominion Atlantic			54,759 86	17,115 25	716 39	900 65	1,688 30	1,681 03
Eastern British Columbia			3,171 17	77 46				
Elgin & Havelock			1,122 66					
Essex Terminal			1,998 30		1,436 14			
Esquimalt & Nanaimo			30,405 30	5,528 63	1,385 59		2,308 02	3,021 71
Fredericton & Grand Lake Coal & Ry. Co			4,239 02					
Grand Trunk			1,744,282 14	529,828 66	26,659 95	97,993 60	23,862 29	43,367 29
Grand Trunk Pacific	380 68	8,948 59	329,872 91	183,931 54	28,689 16	3,784 08	2,635 87	9,843 38
Hereford			7,435 20	1,778 94	589 51			21 96
Inverness Railway & Coal Co			7,432 97	2,266 05				336 24
International of New Brunswick			7,293 93	872 85				2,213 77
Kent Northern			1,277 26	83 95				
Kettle Valley			1,096 78	254 75				
Klondike Mines			not operated.					
London & Port Stanley			10,545 05	1,728 61		29 96		92 12
Lotbiniere & Megantic			1,964 20	276 06				
Maine Central			1,697 51	414 74				
Manitoba Great Northern			4,627 13	1,656 30	6,221 80			322 29
Maritime Coal, Railway & Power Co			3,199 75	185 59				4 50

Massawippi Valley			17,129 89	4,785 34	7 90	66 85		19 75
Midland Railway of Manitoba			23,117 14	8,660 82				84 55
Moncton & Buctouche			2,602 00	172 25	120 00			
Montreal & Atlantic			56,106 13	11,210 54	1,791 84	434 48		529 74
Montreal & Province Line			7,594 45	2,332 17	29 82		335 08	86 98
Montreal & Vermont Junction			4,339 50	2,047 91	120 83		3 30	16 68
Morrissey, Fernie & Michel			10,351 46		3,746 53			
Napierville Junction			4,796 81	441 29	929 73			235 58
National Transcontinental, Operated by Can. Government Railways			29,438 69	1,937 64	1,971 64			3,611 65
Nelson & Fort Sheppard			4,578 95	2,083 97				0 95
*New Brunswick Coal & Railway Co			2,935 62					15 40
New Brunswick & Prince Edward Island			6,201 91	115 26			130 16	309 47
New Westminster Southern			3,143 05	940 19				1 28
Northern New Brunswick & Seaboard			281 46					
North Shore								
Ottawa & New York			13,487 01	2,672 82	5,303 48		657 50	354 00
Pere Marquette			109,710 18	36,160 98	4,640 10	2,299 81	540 00	2,124 51
Quebec Central			59,075 15	15,425 09				173 75
Quebec, Montreal & Southern			13,142 76	8,703 69	3,981 48		516 94	315 97
Quebec Oriental			6,847 70	1,185 56				
Quebec Railway, Light & Power Co			4,979 59	1,313 25			140 02	25 74
Roberval—Saguenay			5,725 41	1,145 24				143 61
Red Mountain			2,420 80	378 40				0 09
Rutland & Noyan			723 28	131 57	0 19	11 10	17 65	6 69
Salisbury & Albert			1,860 00	24 83				
Schomberg & Aurora				642 85	1,022 00			
Stanstead, Shefford & Chambly			6,039 80	3,600 52	17 30		969 48	172 24
St. Clair Tunnel	23,151 61							3 85
**St. John & Quebec			3,936 70	402 39				72 21
St. Lawrence & Adirondack			29,123 61	12,652 23	784 97			754 27
St. Martins			2,025 81	230 16				
Sydney & Louisburg				888 98		510 80		993 52
Temiscouata			10,716 26	2,356 49				179 13
Temiskaming & Northern Ontario			89,803 57	27,054 73		3 82		1,076 97
Thousand Islands			1,341 25	202 19				
Toronto, Hamilton & Buffalo			44,035 84	34,995 70	13,987 77	9,679 01		944 52
Vancouver, Victoria & Eastern			38,131 12	11,681 44	4,300 57	784 98	1,961 85	747 93
Victoria Terminal Railway & Ferry Co			219 32	21 63		13 42		
Victoria & Sidney, B.C			3,436 38	339 23		210 57		
Wabash (In Canada)			126,461 97	42,145 40				7,781 96
York & Carleton			600 00					
Final total	32,896 82	70,423 20	9,336,051 49	3,395,442 97	365,821 74	217,713 31	67,280 74	237,005 24

*From 1st August, 1914.
**From 1st January, 1915.

TABLE 8.—Summary of Operating Expenses for the Year ending June 30, 1915—*Continued.*

Name of Railway.	TRANSPORTATION EXPENSES—*Continued.*							
	Telegraph and Telephone—Operation.	Operating Floating Equipment.	Express Service.	Stationery and Printing.	Other Expenses.	Loss and damage—Freight.	Loss and damage—Baggage.	Damage to Property.
	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.
Algoma Central & Hudson Bay				1,208 50	17,027 67	407 81	70 00	
Algoma Eastern				717 96	1,688 11	96 67	67 00	
Atlantic, Quebec & Western				250 00	5 00	113 17	10 00	45 00
Bedlington & Nelson	0 12					7 62		
Brandon, Saskatchewan & Hudson Bay	127 55			234 92	88 83	662 45	62 41	7 28
British Yukon	834 39			860 65	870 63	17 82		
Canada & Gulf Terminal				391 13		40 38		170 00
Canada Southern	27,268 26			31,531 94	4,838 14	177,585 42	749 03	4,611 31
Canadian Government Ry. (Intercolonial)	14,822 82	56,286 37		83,121 22	35,896 01	79,495 54	747 57	4,306 33
" " (P.E. Island)	339 64			8,482 19	8 00	1,200 64	50 00	259 75
Canadian Northern System	2,237 35	75,118 79	13,056 31	89,529 70	35,090 00	484,916 05	1,697 90	24,886 07
Canadian Pacific	158,553 51	39,599 01		263,565 40	64,300 04	934,369 72	1,423 94	105,126 89
Cape Breton		749 84				9 96		76 25
Caraquet	780 35				5,556 31	588 08		
Crow's Nest Southern	19 15			239 03	568 39	1,556 39	Cr. 10 17	51 89
Cumberland	34 45			679 96	2,955 36	81 25		
Dominion Atlantic	9 37			5,472 00	535 87	1,813 64	32 33	362 80
Eastern British Columbia				220 83	4 87	2 86		
Elgin & Havelock					44 20	28 90		
Essex Terminal	35 10			45 57	10 65	70 34		
Esquimalt & Nanaimo	220 91			4,456 86		1,134 69	15 75	12 80
Fredericton & Grand Lake Coal & Ry. Co					2,220 21	4 18		150 00
Grand Trunk	44,050 15	170,409 90		122,418 67	77,780 68	509,072 99	6,224 05	26,303 12
Grand Trunk Pacific	36,757 35	1,531 79	83,368 03	26,524 67	8,054 03	69,829 17	Cr. 114 46	2,859 67
Hereford	0 25			431 58	171 65	734 41		172 48
Inverness Railway & Coal Co	120 51			232 08		Cr. 19 29		40 00
International of New Brunswick	24 84			932 64		18 35		
Kent Northern	200 00			40 00				
Kettle Valley				381 20	71 01			
Klondike Mines	not operated.							
London & Port Stanley	306 69			639 51	Cr. 106 00	2,431 68	6 67	96 24
Lotbiniere & Megantic				98 02	33 00			26 00
Maine Central				476 96	32 75	247 33		
Manitoba Great Northern	95 48			161 54	73 92	543 94	15 10	4 48
Maritime Coal, Railway & Power Co	78 90			120 35		19 13		

Massawippi Valley	15 18			161 46	105 99	166 30	1 35	108 20
Midland Railway of Manitoba	1,140 41			1,643 80	18,041 53	2,560 79	65 98	86 82
Moncton & Buetouche					45 75	129 60		
Montreal & Atlantic				4,618 79	45 40	10,242 99		599 72
Montreal & Province Line	178 67			386 76	272 86	1,954 07		15 40
Montreal & Vermont Junction	283 28			961 73	6 80	547 09	0 47	29 00
Morrissey, Fernie & Michel					183 55	144 52		
Napierville Junction	25 84			701 66	4 37	463 30		19 55
National Transcontinental, Operated by Can. Government Railways	31 15	3,222 17		2,293 71		621 28		20 00
Nelson & Fort Sheppard	2,421 91			203 77	173 61	389 71	Cr. 7 63	4,447 14
New Brunswick Coal & Railway Co					567 84	190 73		
*New Brunswick & P.E. Island				655 94		43 94		
New Westminster & Southern	11 10			85 46	26 98	122 56	0 19	2 23
Northern New Brunswick & Seaboard				2 00	428 80			
North Shore								
Ottawa & New York	907 94			3,151 21	62 91	2,063 90	1 75	330 74
Pere Marquette	4,811 06	23,340	22	6,703 82	358 26	52,154 80	35 35	2,022 34
Quebec Central	4,183 28			3,772 60	10,856 34	3,070 39	491 40	139 25
Quebec, Montreal & Southern	146 50			2,399 24	83 17	2,380 99	28 75	1,712 94
Quebec Oriental				275 00	65 95	474 72	10 00	5 00
Quebec Railway, Light & Power Co				799 74	10 54	112 69		36 01
Roberval—Saguenay	33 70			603 41	198 23	11 12		141 11
Red Mountain	177 84			24 53	48 83	72 38	Cr. 10 32	
Rutland & Noyan	7 48			42 38	1 19	82 97	0 66	4 55
Salisbury & Albert				49 00	31 18	28 98		
Schomberg & Aurora					208 71			
Stanstead, Shefford & Chambly	189 83			393 11	38 04	487 10	0 20	5 00
St. Clair Tunnel				78 70				
**St. John & Quebec				688 92		11 60		
St. Lawrence & Adirondack	68 47			1,702 93	100 27	2,093 47	14 20	501 10
St. Martins	85 92							
Sydney & Louisburg	622 25			1,405 43	12,483 25	912 30		
Temiscouata				1,022 59	21 30	200 99		40 00
Temiskaming & Northern Ontario				8,093 74	2,025 95	2,996 11	Cr. 133 71	1,053 35
Thousand Islands			336 00	31 00	14 85	14 03		50 00
Toronto, Hamilton & Buffalo	1,057 93			6,928 23	411 19	8,793 37	5 35	590 74
Vancouver, Victoria & Eastern	383 04	7,130 97		1,057 08	12,936 23	2,137 10	Cr. 26 24	4,518 92
Victoria Terminal Railway & Ferry Co						14 40	1 50	
Victoria & Sidney, B.C						232 71	23 50	
Wabash (In Canada)	1,941 08			4,324 43	4,049 77	52,086 69	Cr. 2 48	3,266 33
York & Carleton				14 75				
Final total	305,641 00	377,389 06	97,360 34	698,439 00	321,728 97	2,115,090 98	11,547 39	189,313 77

*From 1st August, 1914.
**From 1st January, 1915.

TABLE 8.—Summary of Operating Expenses for the Year ending June 30, 1915—*Continued.*

Name of Railway.	Transportation Expenses—*Concluded.*					General Expenses.		
	Damage to Stock on Right of Way.	Injuries to Persons.	Operating Joint Tracks—Dr.	Operating Joint Tracks—Cr.	Total Transportation Expenses.	Salaries and Expenses of General Officers.	Salaries and Expenses of Clerks and Attendants.	General Office Supplies and Expenses.
	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.
Algoma Central & Hudson Bay	20 00	183 26			232,295 53	16,695 54	6,700 31	1,874 20
Algoma Eastern	45 00	7 00			83,981 35	3,837 80	2,302 66	2,304 62
Atlantic, Quebec & Western	35 00	70 25			53,953 03	11,297 48	1,913 75	86 55
Bedlington & Nelson	75 00	0 89			661 92	53 05	28 57	1 80
Brandon, Saskatchewan & Hudson Bay	849 48	631 72			46,945 11	523 30	1,549 54	108 83
British Yukon		175 05			38,640 53	7,282 59	4,204 26	1,145 25
Canada & Gulf Terminal		120 00	1,255 06		18,462 05	1,825 80		4,237 42
Canada Southern	1,603 38	10,912 11	20,910 66	33,830 98	3,396,938 87	40,594 46	113,484 71	8,271 81
Canadian Government Ry. (Intercolonial)	5,898 72	15,030 77	16,952 55		6,416,586 68	27,370 08	129,410 94	3,540 25
" " (P.E. Island)	382 50	108 44			304,310 23	5,237 04	6,930 57	382 81
Canadian Northern System	18,013 00	89,341 62	30,538 59	8,069 09	10,081,707 20	109,606 78	353,706 63	51,770 20
Canadian Pacific	30,650 04	259,887 70	32,837 77	16,125 87	32,083,169 65	345,434 62	696,353 99	183,167 86
Cape Breton					10,507 43	2,660 56		
Caraquet	71 00				32,543 93	4,272 29	1,321 56	
Crow's Nest Southern	404 65	826 10			51,387 44	712 82	1,797 29	103 43
Cumberland					44,191 69	435 00	1,024 34	750 56
Dominion Atlantic	285 00	527 13			367,051 85	9,191 59	14,328 80	687 36
Eastern British Columbia					13,925 35	639 45	671 85	60 00
Elgin & Havelock			598 62		5,887 23	150 00		6 35
Essex Terminal		49 46			13,210 18	427 04	120 00	305 70
Esquimalt & Nanaimo	286 80	2,134 53			204,516 96	581 30	189 60	219 79
Fredericton & Grand Lake Coal & Ry. Co	10 00				27,365 75	1,434 91	1,852 48	
Grand Trunk	19,550 76	153,071 99	16,579 50	122,411 82	14,695,290 86	161,067 38	447,889 54	42,599 87
Grand Trunk Pacific	1,291 39	37,182 20	482 87		3,080,170 55	88,894 71	112,134 44	31,805 65
Hereford	204 51	0 40			48,623 02	754 48	1,758 84	79 14
Inverness Railway & Coal Co	101 50				50,564 00	936 77	3,432 75	437 58
International of New Brunswick					40,985 03	629 78	950 32	
Kent Northern					8,871 24	375 00	150 00	50 00
Kettle Valley					6,214 00	635 00	440 50	
Klondike Mines	not operated.							
London & Port Stanley	219 65	397 12	218 31	3,096 50	89,483 61	494 75	3,291 53	190 57
Lotbiniere & Megantic			10 00	600 00	8,303 88	1,500 00	1,339 92	177 63
Maine Central					8,429 91	169 26	394 70	17 96
Manitoba Great Northern	19 16	423 55			33,210 71	347 91	1,107 50	69 03

Maritime Coal, Railway & Power Co.	50 00				20,418 11	1,320 00	600 00	
Massawippi Valley	235 00	9 74	1,169 93		106,896 74	1,289 69	6,530 13	42 37
Midland Railway of Manitoba	159 92	90 14	13,331 81		234,561 92	2,110 46	6,302 31	382 55
Moncton & Buctouche	356 51		2,253 08		14,971 46	3,230 91	1,653 16	
Montreal & Atlantic	366 54	4,089 06	106 05		455,267 38		29,666 91	
Montreal & Province Line	200 00	3,772,20			47,337 42	394 22	817 58	33 69
Montreal & Vermont Junction	52 50	27 79			34,765 91	856 58	2,188 68	87 08
Morrissey, Fernie & Michel					35,377 20	5,144 96	975 00	
Napierville Junction	52 85	1,087 14			32,368 97	255 14	655 15	26 18
National Transcontinental, Operated by Can. Government Railways					151,873 42	2,280 68	8,125 50	
Nelson & Fort Sheppard	937 38	31 76			41,243 74	609 14	1,421 28	94 20
New Brunswick Coal & Railway Co.	25 00				14,315 82	1,437 80	964 23	
*New Brunswick & Prince Edward Island	10 00				25,445 23	192 30	537 96	
New Westminster Southern	2 08	1,034 88			11,094 70	225 47	643 04	39 23
Northern New Brunswick & Seaboard					2,060 46	600 00		
North Shore					899 57			18 31
Ottawa & New York	119 32	3,266 93	3,868 73		119,128 88	1,699 36	4,018 88	1,222 99
Pere Marquette	1,263 75	4,768 13	24,866 77	503 16	876,387 95	6,136 05	42,495 91	2,350 03
Quebec Central	561 60	3,895 82	16,109 65		515,366 01	15,017 14	13,587 42	6,083 28
Quebec, Montreal & Southern	168 80	25 90		3,404 94	156,520 49	2,259 58	7,124 43	188 64
Quebec Oriental	286 00				52,202 07	11,176 55	1,972 20	150 31
Quebec Railway, Light & Power Co.	3 52	2 26			31,308 41	846 06	2,884 09	285 56
Roberval—Saguenay	19 50	3 00			44,695 19	2,033 40	2,479 95	2,430 89
Red Mountain	70 00	103 64			12,291 41	44 14	172 38	3 35
Rutland & Noyan	4 79	126 09	34 77	2,65	4,683 09	72 62	316 64	38 29
Salisbury & Albert	85 00				13,038 08	1,245 30		32 00
Schomberg & Aurora	667 50				6,952 36		220 00	18 80
Stanstead, Shefford & Chambly	157 50	59 50			48,283 07	399 20	809 08	33 60
St. Clair Tunnel		16 85			65,584 06			
**St. John & Quebec	3 25		168 75		20,685 54	412 50	1,425 70	
St. Lawrence & Adirondack	564 61	2,086 06	8,521 02		284,734 15	2,026 06	5,847 10	2,542 69
St. Martins					7,214 61	360 00	360 00	72 77
Sydney & Louisburg	275 00	391 15			621,673 54	1,868 00	5,762 78	14,374 32
Temiscouata	26 63	2 50			76,525 94	9,577 54	2,140 55	589 86
Temiskaming & Northern Ontario	281 91	333 92		228 62	621,403 55	21,385 56	36,993 52	4,960 15
Thousand Islands	50 00				15,181 99	2,156 48	724 35	629 17
Toronto, Hamilton & Buffalo	1,798 93	4,534 22	9,334 46	0 40	501,417 18	21,149 33	15,869 09	3,943 11
Vancouver, Victoria & Eastern	1,759 16	6,332 24			279,590 10	2,935 95	7,584 12	478 61
Victoria Terminal Railway & Ferry Co.					1,185 76	19 38	145 13	19 64
Victoria & Sidney, B.C.					18,638 75	303 67	2,224 25	307 60
Wabash (In Canada)	1,540 69	18,548 42	92,994 56	3,069 06	1,120,948 47	8,472 96	41,490 25	6,635 30
York & Carleton					2,347 47			
Final total	92,871 78	626,440 63	293,163 51	Cr. 191,343 09	77,985,272 92	977,612 72	2,168,510 64	382,766 79

*From 1st August, 1914.
**From 1st January, 1915, only.

TABLE 8.—Summary of Operating Expenses for the Year ending June 30, 1915—*Continued.*

Name of Railway.	General Expenses—*Continued.*								
	Law Expenses.	Insurance.	Relief Department Expenses.	Pensions.	Stationery and Printing.	Other Expenses.	General Administration—Joint Tracks, Yards and Terminals. Dr.	General Administration—Joint Tracks, Yards and Terminals. Cr.	Total General Expenses.
	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.
Algoma Central & Hudson Bay	2,437 13	437 01	229 84		1,343 09	13,412 37			43,129 49
Algoma Eastern	1,657 21	97 96	81 00		294 90	5,345 88	33 90		15,955 93
Atlantic, Quebec & Western		750 57			245 00	65 46			14,358 81
Bedlington & Nelson	541 95	107 05				69 50			801 92
Brandon, Saskatchewan & Hudson Bay	1,440 82	1,029 26		3 92	137 19	312 52			5,105 38
British Yukon	464 22	1,565 91			530 06	624 93			15,817 22
Canada & Gulf Terminal	131 60	726 53			100 72				7,022 07
Canada Southern	43,953 45	3,706 67		11,997 54	15,408 25	10,826 73	157 06		248,400 68
Canadian Government Rys. (Intercolonial)	18,138 03		9,396 36	93,685 80	20,943 48	16,740 84			319,225 78
" " (P.E. Island)	57 15		600 00	5,853 68	226 57	346 96			19,634 78
Canadian Northern System	83,556 90	312,345 62			39,972 34	240,115 19	8,655 13	163 14	1,199,675 65
Canadian Pacific	276,761 71	523,716 44			96,178 72	309,118 60			2,430,731 94
Cape Breton		402 80			116 35	36 08			3,215 79
Caraquet		614 50			500 00	1,510 75			8,219 10
Crow's Nest Southern	3,144 35	1,376 21		3 66	136 97	70 31			7,345 04
Cumberland		350 67	404 00			140 43			3,105 00
Dominion Atlantic	531 10	2,818 43		4,465 93	1,919 48	836 75			34,779 44
Eastern British Columbia		232 40			27 25				1,630 95
Elgin & Havelock		43 50			42 52	72 68			315 05
Essex Terminal	992 35	199 00			154 94	1,912 09			4,111 12
Esquimalt & Nanaimo	762 92	6,691 40			115 00	470 79			9,030 80
Fredericton & Grand Lake Coal & Ry. Co	22 00				322 56	3,875 22			7,507 17
Grand Trunk	88,307 09	104,014 74	11,951 58	103,233 42	50,111 95	272,616 46	1,817 53	1,110 64	1,282,498 92
Grand Trunk Pacific	29,920 96	187,218 81			13,364 35	78,952 51	51,293 74	10 06	593,575 11
Hereford	643 56	2 92		171 27	156 48	237 27			3,803 96
Inverness Railway & Coal Co	84 08	1,032 97			429 81	340 50			6,694 46
International of New Brunswick				544 32	32 57	43 66			2,200 65
Kent Northern					20 00	50 00			645 00
Kettle Valley					187 65	163 74			1,426 89
Klondike Mines	not operated								
London & Port Stanley	854 87	22 12			285 37	888 33		126 95	5,900 59
Lotbiniere & Megantic		937 66		1,014 18	21 89	1 53			4,992 81
Maine Central	143 92				36 33	53 68			815 85
Manitoba Great Northern	1,557 18	966 21		2 36	90 32	208 77			4,349 28

Maritime Coal, Railway & Power Co.		287 00			24 00				2,231 00
Massawippi Valley	2,336 89				0 35	60 88			10,260 31
Midland Railway of Manitoba	3,652 42	1,811 49		72 04	604 99	914 21	21 21		15,871 68
Moncton & Buctouche					657 09				5,541 16
Montreal & Atlantic	2,582 77	2,253 80				264 80			34,768 28
Montreal & Province Line	548 05	2 40			129 33	148 04			2,073 31
Montreal & Vermont Junction	397 15	6 00			323 33	176 64			4,035 46
Morrissey, Fernie & Michel		1,253 50	1,604 11		310 85	124 95	11,804 25		21,217 62
Napierville Junction	1 70	75 00			126 57	371 79			1,511 53
National Transcontinental, operated by Can. Government Railways	428 04			8 71	37 28	122 00			11,002 21
Nelson & Fort Sheppard	2,234 93	514 07		3 52	117 43	282 25			5,276 82
New Brunswick Coal & Railway Co.		700 50			146 32	366 80			3,615 65
New Brunswick & Prince Edward Island				310 20	99 59	1 80			1,141 85
New Westminster Southern	850 52	199 14		1 20	48 50	102 95			2,110 05
Northern New Brunswick & Seaboard		477 62				348 33			1,425 95
North Shore									18 31
Ottawa & New York	1,919 57	925 79		11 66	565 56	378 75	4 60		10,747 16
Pere Marquette	10,585 20	8,123 65			3,575 14	10,422 27			83,888 25
Quebec Central	320 66	6,600 00			1,075 37	6,286 93			48,970 80
Quebec, Montreal & Southern	3,049 48	2,405 01			555 77	584 27			16,167 18
Quebec Oriental	15 00	298 97			270 00	492 08			14,375 11
Quebec Railway, Light & Power Co.	110 15	1,080 02			222 07	2,355 09			7,783 04
Roberval-Saguenay	707 59				268 49	445 29			8,365 61
Red Mountain	393 45	341 02			8 03	Cr. 1 46			960 91
Rutland & Noyan	89 63	101 89			27 92	29 84	0 08		676 91
Salisbury & Albert	129 55	54 50			15 40	1,110 60			2,587 35
Schomberg & Aurora		98 75			53 52				391 07
Stanstead, Shefford & Chambly	1,233 85	2 40			129 33	79 90			2,687 36
St. Clair Tunnel		4,714 77				50 82			4,765 59
**St. John & Quebec				245 26	43 36	4 40			2,131 22
St. Lawrence & Adirondack	1,394 34	513 73		30 60	623 09	326 97			13,334 58
St. Martins		75 50			27 65				895 92
Sydney & Louisburg	24 85	1,215 80	1,798 50			809 90			25,854 15
Temiscouata	242 50	1,245 47			508 97	4,349 60	549 00		19,194 49
Temiskaming & Northern Ontario	5,098 45	28,654 48		2,047 06	2,553,34	337 59		3,280 78	98,749 37
Thousand Islands	45 85	617 65			772 22	125 00			4,375 72
Toronto, Hamilton & Buffalo	5,055 36	1,861 29			2,011 84	2,446 34			52,336 36
Vancouver, Victoria & Eastern	12,603 74	9,108 18		16 95	601 67	1,691 96			35,021 18
Victoria Terminal Railway & Ferry Co.	100 00	29 02			31 81				344 98
Victoria & Sidney, B.C.		454 92			481 86				3,772 30
Wabash (in Canada)	13,930 93	265 74			3,440 28	11,320 50	949 52		86,505 48
York & Carleton		20 00							20 00
Final total	626,187 17	1,227,936 43	26,065 39	223,723 28	263,245 43	1,006,392 61	75,277 02	4,691 57	6,973,025 91

*From 1st August, 1914.
**From 1st January, 1915, only.

TABLE 8.—Summary of Operating Expenses for the Year ending June 30, 1915—*Concluded.*

Name of Railway.	Recapitulation of Expenses.						
	Maintenance of Way and Structures.	Maintenance of Equipment.	Traffic Expenses.	Transportation Expenses.	General Expenses.	Total Operating Expenses.	Ratio of Operating Expenses to Operating Revenue.
	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	Per cent.
Algoma Central & Hudson Bay	122,682 27	85,242 65	5,530 09	232,295 53	43,129 49	488,880 03	79·47
Algoma Eastern	43,215 90	28,116 27	4,215 38	83,981 35	15,955 93	175,484 83	61·49
Atlantic, Quebec & Western	26,767 20	18,586 93	.....	53,953 03	14,358 81	113,665 97	146·62
Bedlington & Nelson	2,807 50	151 77	.....	661 92	801 92	4,425 11	1,474·33
Brandon, Saskatchewan & Hudson Bay	41,168 44	9,872 64	3,706 91	46,945 11	5,105 38	106,798 48	216·24
British Yukon	21,880 16	9,940 70	7,323 29	38,640 53	15,817 22	93,601 90	32·08
Canada & Gulf Terminal	8,819 08	2,323 31	623 07	18,462 05	7,022 07	37,249 58	89·00
Canada Southern	898,500 97	1,196,809 49	264,971 31	3,396,938 87	248,400 68	6,005,621 33	61·78
Canadian Government Rys. (Intercolonial	2,116,981 64	2,235,592 47	260,369 34	6,416,586 68	319,225 78	11,348,755 91	100·79
" " (P.E. Island)	170,116 85	92,756 09	10,226 28	304,310 23	19,634 78	597,044 23	144·73
Canadian Northern System	3,974,820 49	3,004,746 85	562 995 28	10,081,707 20	1,199,675 65	18,823,945 47	72·72
Canadian Pacific	11,400,538 89	11,307,965 04	2,990,163 97	32,083,169 65	2,430,731 94	60,212,569 49	66·29
Cape Breton	6,245 67	920 09	25 00	10,507 43	3,215 79	20,913 98	200·42
Caraquet	17,163 00	8,180 62	848 78	32,543 93	8,219 10	66,955 43	93·53
Crow's Nest Southern	91,706 10	18,569 21	3,761 01	51,387 44	7,345 04	172,768 80	233·20
Cumberland	20,948 36	6,907 69	28 50	44,191 67	3,105 00	75,181 22	73·79
Dominion Atlantic	206,863 46	105,029 42	19,972 08	367,051 85	34,779 44	733,696 25	78·83
Eastern British Columbia	10,590 47	4,435 33	25 00	13,925 35	1,630 95	30,607 10	92·06
Elgin & Havelock	4,612 07	1,113 04	.....	5,887 23	315 05	11,927 39	101·41
Essex Terminal	12,708 04	1,372 31	178 00	13,210 18	4,111 12	31,579 65	65·32
Esquimalt & Nanaimo	87,821 12	53,224 88	367 75	204,516 96	9,030 80	354,961 51	65·47
Fredericton & Grand Lake Coal & Railway Co	11,304 08	21,701 43	69 63	27,365 75	7,507 17	67,948 06	109·35
Grand Trunk	4,409,695 28	6,076,123 79	1,170,472 54	14,695,290 86	1,282,498 92	27,634,081 39	75·80
Grand Trunk Pacific	1,887,451 28	1,611,323 62	211,144 91	3,080,170 55	593,575 11	7,383,665 47	110·86
Hereford	36,118 57	14,964 24	1,787 95	48,623 02	3,803 96	105,297 74	115·92
Inverness Railway & Coal Co	37,998 64	26,901 22	428 64	50,564 00	6,694 46	122,586 96	57·57
International of New Brunswick	47,330 15	7,289 79	770 51	40,985 03	2,200 65	98,576 13	96·26
Kent Northern	7,090 05	3,725 00	.....	8,871 24	645 00	20,331 29	100·41
Kettle Valley	7,963 36	760 66	532 37	6,214 00	1,426 89	16,897 28	91·86
Klondike Mines	Not operated.	.....	.....	.....	.....	.....	.....
London & Port Stanley	18,388 70	25,703 92	4,882 80	89,483 61	5,900 59	144,359 62	104·31
Lotbiniere & Megantic	9,610 78	2,669 85	127 33	8,303 88	4,992 81	25,704 65	109·68
Maine Central	2,102 20	2,403 43	398 93	8,429 91	815 85	14,150 32	76·24
Manitoba Great Northern	61,444 25	6,140 10	2,406 12	33,210 71	4,349 28	107,550 46	434·37
Maritime Coal, Railway & Power Co	11,752 32	5,808 39	.....	20,418 11	2,231 00	40,209 82	57·88
Massawippi Valley	70,005 97	37,951 78	3,287 64	106,896 74	10,260 31	228,402 44	113·51

Midland Railway of Manitoba	56,104 71	41,935 61	14,371 13	234,561 92	15,871 68	362,845 05	144·48
Moncton & Buctouche	7,115 87	3,956 49		14,971 46	5,541 16	31,584 98	101·19
Montreal & Atlantic	212,120 88	75,766 03		455,267 38	34,768 28	777,922 57	83·61
Montreal & Province Line	37,153 00	2,977 18	1,269 08	47,337 42	2,073 31	90,809 99	85·82
Montreal & Terminal Junction	21,403 22	10,746 79	3,306 47	34,765 91	4,035 46	74,237 83	58·80
Morrissey, Fernie & Michel	13,519 25	13,408 86		35,377 20	21,217 62	83,523 03	89·20
Napierville Junction	12,761 52	7,272 79	780 64	32,368 97	1,511 53	54,695 45	56·49
National Transcontinental, operated by Canadian Government Railways	153,019 77	35,924 94	5,290 10	151,873 42	11,002 21	357,110 44	127·13
Nelson & Fort Sheppard	39,525 98	5,416 43	3,188 06	41,243 74	5,276 82	94,651 03	200·76
New Brunswick Coal & Railway Co	20,831 84	9,219 47	72 12	14,315 82	3,615 65	48,054 90	112·64
New Brunswick & Prince Edward Island	23,175 32	7,801 39	346 98	25,445 23	1,141 85	57,910 77	117·10
*New Westminster Southern	7,314 81	2,444 44	1,172 93	11,094 70	2,110 05	24,136 93	81·24
Northern New Brunswick & Seaboard	741 07	20 30	330 93	2,060 46	1,425 95	4,578,71	279·89
North Shore	70 96			899 57	18 31	988 84	119·88
Ottawa & New York	99,635 72	45,791 87	8,719 99	119,128 88	10,747 16	284,023 62	133·78
Pere Marquette	279,616 98	174,406 78	62,734 55	876,387 95	83,888 25	1,477,034 51	61·52
Quebec Central	181,026 44	130,899 51	27,340 92	515,366 01	48,970 80	903,603 68	67·42
Quebec, Montreal & Southern	101,572 89	173,407 56	7,242 07	156,520 49	16,167 18	454,910 19	126·01
Quebec Oriental	35,590 51	14,145 61		52,202 07	14,375 11	116,313 30	94·60
Quebec Railway, Light & Power Co	8,061 80	23,108 27	1,619 60	31,308 41	7,783 04	71,821 12	91·45
Roberval-Saguenay	20,762 91	10,086 04	1,295 02	44,695 19	8,365 61	85,204 77	53·84
Red Mountain	9,322 63	747 65	408 48	12,291 41	960 91	23,731 09	212·75
Rutland & Noyan	3,395 70	2,012 18	828 14	4,683 09	676 91	11,596 02	82·31
Salisbury & Albert	10,268 14	9,015 88	32 02	13,038 08	2,587 35	34,941 47	96·62
Schomberg & Aurora	6,516 89	1,411 48		6,952 36	391 07	15,271 80	126·73
Stanstead, Shefford & Chambly	29,098 99	6,816 27	1,419 73	48,283 07	2,687 36	88,305 42	112·29
St. Clair Tunnel	24,239 79	32,071 60		65,884 06	4,765 59	126,661 04	37·93
**St. John & Quebec	21,473 38	2,324 92	1,335 80	20,685 54	2,131 22	47,950 86	123·31
St. Lawrence & Adirondack	78,108 89	32,207 81	8,703 76	284,734 15	13,334 58	417,089 19	75·01
St. Martins	7,866 47	647 24		7,214 61	895 92	16,624 24	90·39
Sydney & Louisburg	89,609 46	157,343 06	2,537 13	261,673 54	25,854 15	537,017 34	74·55
Temiscouata	48,712 00	28,800 90	3,798 63	76,525 94	19,194 49	177,031 96	80·29
Temiskaming & Northern Ontario	396,355 10	273,982 72	18,167 95	621,403 55	98,749 37	1,408,658 69	95·33
Thousand Islands	5,570 84	630 31		15,181 99	4,375 72	25,758 86	73·63
Toronto, Hamilton & Buffalo	201,047 88	167,281 77	20,281 52	501,417 18	52,336 36	942,364 71	75·02
Vancouver, Victoria & Eastern	252,627 72	57,008 33	16,873 14	279,590 10	35,021 18	641,120 47	126·31
Victoria Terminal Railway & Ferry Co	379 16	312 34	59 31	1,185 76	344 98	2,281 55	78·70
Victoria & Sidney, B.C.	16,587 55	4,947 17	1,035 35	18,638 75	3,772 30	44,981 12	141·99
Wabash (in Canada)	324,228 69	554,369 92	107,430 68	1,120,948 47	86,505 48	2,193,483 24	94·96
Wellington Colliery Co							
York & Carleton	1,218 77	269 15		2,347 47	20 00	3,855 39	67·86
Final total	28,762,906 91	28,156,261 08	5,853,632 65	77,987,272 92	6,973,025 91	147,731,099 47	

*From 1st August, 1914.
**From 1st January, 1915 only.

TABLE 9.—INCOME ACCOUNT for

Number.	Name of Railway.	NET.		OUTSIDE OPERATIONS.			
		Operating Revenue.	Operating Deficit.	Revenue.	Expenses.	Profit.	Loss.
		$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.
1	Algoma Central & Hudson Bay	126,273 55		360,811 59	275,617 62	85,193 97	
2	Algoma Eastern	109,882 25					
3	Atlantic, Quebec & West'rn		36,143 90				
4	Bedlington & Nelson		4,393 60				
5	Brandon, Saskatchewan & Hudson Bay		57,409 77				
6	British Yukon	198,142 82					
7	Canada & Gulf Terminal	4,602 52					
8	Canada Southern	3,715,335 62		133,849 26	124,508 68	9,340 58	
	Canadian Govt. Railw's—						
9	Intercolonial		89,045 99				
10	Prince Edward Island		184,523 97				
11	Canadian Northern	7,088,160 83					
12	Canadian Pacific	30,617,675 62		19,327,265 94	13,211,328 13	6,115,937 81	
13	Cape Breton		10,478 80				
14	Caraquet	4,626 62					
15	Crow's Nest Southern		98,682 84				
16	Cumberland Ry. & Coal Co.	26,702 19					
17	*Detroit River Tunnel						
18	Dominion Atlantic	197,356 31		5,926 45	6,068 16		141 71
19	Eastern B.C.	2,639 21					
20	Elgin & Havelock		166 45				
21	Essex Terminal	16,760 66					
22	Esquimalt & Nanaimo	187,240 91					
23	Fredericton & Grand Lake		5,810 98				
24	Grand Trunk	8,822,136 06		223,527 51	271,293 99		47,766 48
25	Grand Trunk Pacific		723,081 24	237,506 06	141,365 78	96,140 28	
27	Hereford		14,461 49				
28	*International Bridge Co.	358,637 52					
29	International of N.B.	3,826 97					
30	Inverness Ry. & Coal Co	90,324 65					
32	Kent Northern		83 44				
33	Kettle Valley	1,485 75					
34	London & Port Stanley		5,962 87				
35	Lotbiniere & Megantic		2,269 03				
36	Maine Central	4,411 07					
37	Manitoba Great Northern		82,790 46				
38	Maritime Coal, Ry. and Power Co	29,261 90					
39	Massawippi Valley		27,176 16				
40	Midland of Manitoba		111,707 15				
41	Moncton & Buctouche		371 62				
42	Montreal & Atlantic	152,503 27					
43	Montreal & Province Line	15,000 24					
44	Montreal & Vermont Jct.	52,040 85					
45	Morrissey, Fernie & Michel	10,110 33					
46	National Transcontinental		76,222 69				
47	Napierville Junction	42,126 30					
48	Nelson & Fort Sheppard		47,505 39				
49	New Brunswick Coal and Railway Co		5,395 16				
50	New Brunswick and Prince Edward Island		8,459 19				
51	New Westminster Southern	5,573 55					
52	North Shore		163 66				
53	Northern New Brunswick and Seaboard		2,942 40				
54	Ottawa & New York		71,708 97				
55	Pere Marquette, in Canada	923,840 03					
56	Quebec Central	436,661 92					
57	Quebec Oriental	6,655 01					
58	Quebec Railway, Light & Power Co	6,716 88					

Not included in operating expenses or earnings.

the Year ending June 30, 1915.

Total.		Taxes Deduction.	Total.		Other Income from all other Sources.	Total Gross Corporate.		Number.
Net Revenue.	Net Deficit.		Income.	Loss.		Income.	Loss.	
$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	
211,467 52		18,195 68	193,271 84		22,215 94	215,487 78		1
109,882 25		736 03	109,146 22		1,050 00	110,196 22		2
	36,143 90	224 00		36,367 90	59,876 72	23,508 82		3
	4,393 60	1,186 78		5,580 38	1 00		5,579 38	4
	57,409 77	946 26		58,356 03	702 35		57,653 68	5
198,142 82		6,816 81	191,326 01		27,506 82	218,832 83		6
4,602 52			4,602 52			4,602 52		7
3,724,676 20		150,913 85	3,573,762 35		235,104 41	3,808,866 76		8
	89,045 99			89,045 99	180,778 33	91,732 34		9
	184,523 97			184,523 97	32 00		184,491 97	10
7,088,160 83		454,226 51	6,633,934 32		134,530 91	6,768,465 23		11
36,733,613 43		1,532,470 86	35,201,142 57		7,523,884 11	42,725,026 68		12
	10,478 80			10,478 80			10,478 80	13
4,626 62			4,626 62			4,626 62		14
	98,682 84	5,384 23		104,067 07	431 16		103,635 91	15
26,702 19			26,702 19			26,702 19	16	16
					1,070,809 27	1,070,809 27	*	17
197,214 60		1,860 49	195,354 11		26,875 00	222,229 11		18
2,639 21		1,417 43	1,221 78			1,221 78		19
	166 43			166 43			166 43	20
16,760 66			16,760 66			16,760 66		21
187,240 91		28,920 95	158,319 96			158,319 96		22
	5,810 98			5,810 98			5,810 98	23
8,774,369 58		721,073 80	8,053,295 78		4,059,049 48	12,112,345 26		24
	626,940 96			626,940 96			626,940 96	25
	14,461 49	1,754 03		16,215 52	175 93		16,039 59	27
358,637 52		23,068 93	335,568 59		200 00	335,768 59		28
3,826 97			3,826 97			3,826 97		29
90,324 65			90,324 65			90,324 65		30
	83 44			83 44			83 44	32
1,485 75			1,485 75			1,485 75		33
	5,962 87	6,287 46		12,250,33	6,589 19		5,661 14	34
	2,269 05	900 00		3,169 05			3,169 05	35
4,411 07			4,411 07		21 31	4,432 38		36
	82,790 46	638 87		83,429 33	409 42		83,019 91	37
29,261 90		300 00	28,961 90			28,961 90		38
	27,176 16	2,406 94		29,583 10	1,590 18		27,992 92	39
	111,707 15	25,352 30		137,059 45	26,797 92		110,261 53	40
	371 62	275 00		646 62			646 62	41
152,503 27		23,510 96	128,992 31		1,400 00	130,392 31		42
15,000 24		3,335 22	11,665 02		22,760 50	34,425 52		43
52,040 85		138 91	51,901 94		230 00	52,131 94		44
10,110 33		107 08	10,003 25		19 64	10,022 89		45
	76,222 69			76,222 69	117 25		76,105 44	46
42,126 30		869 39	41,256 91		747 94	42,004 85		47
	47,505 39	5,566 45		53,071 84	99 67		52,972 17	48
	5,395 16			5,395 16			5,395 16	49
	8,459 19			8,459 19			8,459 19	50
5,573 55		810 33	4,763 22		100 34	4,863 56		51
	163 66			163 66			163 66	52
	2,942 40			2,942 40			2,942 40	53
	71,708 97	2,472 24		74,181 21	1,196 97		72,984 24	54
923,840 03			923,840 03		198,611 37	1,122,451 40		55
436,661 92		19,180 13	417,481 79		8,615 89	426,097 68		56
6,655 01			6,655 01			6,655 01		57
6,716 88		5,566 53	1,150 53			1,150 35		58

TABLE 9.—INCOME ACCOUNT for

Number.	Name of Railway.	Net.		Outside Operations.			
		Operating Revenue.	Operating Deficit.	Revenue.	Expenses.	Profit.	Loss.
		$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.
60	Quebec, Montreal & South'n		93,917 38				
61	Red Mountain		12,576 54				
62	Roberval & Saguenay	73,050 53					
63	Rutland & Noyan	2,491 67					
64	Salisbury & Albert	1,220 22					
65	Schomberg & Aurora		3,221 62				
66	Stanstead, Shefford and Chambly		9,662 66				
67	St. Clair Tunnel	207,258 35					
68	St. Lawrence & Adirondack	138,979 44					
69	St. Martins	1,765 26					
70	Sydney & Louisburg	183,281 30					
71	St. John & Quebec		9,067 10				
72	Temiscouata	43,450 07					
72	Temiskaming & Northern Ontario	69,066 05		42,698 99	28,128 00	14,570 99	
74	Thousand Islands	9,224 74					
75	Toronto, Hamilton and Buffalo	313,803 80					
76	Vancouver, Victoria and Eastern		133,559 72				
77	Victoria & Sidney		13,301 15	719 85	201 03	518 82	
78	Victoria Terminal Ry. and Ferry Co	617 45					
80	Wabash, in Canada	110,129 13					
81	York & Carleton	1,824 15					
	Total	54,412,873 57	1,942,263 39	20,332,305 65	14,058,511 39	6,321,702 45	47,908 19

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Year ending June 30, 1915.

Total.		Taxes Deduction.	Total Operating.		Other Income from all other Sources.	Total Gross Corporate.		Number.
Net Revenue.	Net Deficit.		Income.	Loss.		Income.	Loss.	
$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	
	93,917 38	7,664 78		101,582 16	225,505 14	123,922 98		60
	12,576 54	1,114 28		13,690 82	31 90		13,658 92	61
73,050 53		1,779 75	71,270 78			71,270 78		62
2,491 67		14 65	2,477 02		4,000 00	6,477 02		63
1,220 22			1,220 22			1,220 22		64
	3,221 62	92 05		3,313 67			3,313 67	65
	9,662 66	474 79		10,137 45	75 00		10,062 45	66
207,258 35		27,736 21	179,522 14		1,395 00	180,917 14		67
138,979 44		5,258 61	133,720 83		458 23	134,179 06		68
1,765 26			1,765 26			1,765 26		69
183,281 30			183,281 30			183,281 30		70
	9,067 10			9,067 10			9,067 10	71
43,450 07		3,863 40	39,586 67		2,753 91	42,340 58		72
83,637 04			83,637 04		64,279 03	147,916 07		73
9,224 74		82 12	9,142 62		589 65	9,732 27		74
313,803 80		8,322 43	305,481 37		164,083 72	469,565 09		75
	133,559 72	72,078 26		205,637 98	29,575 52		176,062 46	76
	12,782 33	1,406 90		14,189 23			14,189 23	77
617 45		2,548 82		1,931 37			1,931 37	78
110,129 13			110,129 13		6,204 73	116,333 86		80
1,824 15			1,824 15			1,824 15		81
60,590,008 73	1,845,604 2	93,179,351 50	57,548,814 22	1,983,76128	14,111,482 85	71,365,475 56	1,688,939	77

TABLE 9.—INCOME ACCOUNT for

Number.	Name of Railway.	DEDUCTIONS FROM		
		Rents accrued for lease of other roads.	Other rents.	Loss on separately operated properties.
		$ cts.	$ cts.	$ cts.
1	Algoma Central & Hudson Bay		81 00	
2	Algoma Eastern		17,240 88	
3	Atlantic, Quebec & Western		5,273 67	
4	Bedlington & Nelson			
5	Brandon, Saskatchewan & Hudson Bay		2,298 08	
6	British Yukon			
7	Canada & Gulf Terminal			
8	Canada Southern		1,797,492 77	
	Canadian Government Railways.—			
9	Intercolonial		140,312 31	
10	Prince Edward Island			
11	Canadian Northern	251,460 00	74,568 97	
12	Canadian Pacific	2,411,115 37	125,694 17	
13	Cape Breton			
14	Caraquet			
15	Crow's Nest Southern		4,236 23	
16	Cumberland Railway and Coal Co			
17	Detroit River Tunnel			
18	Dominion Atlantic	31,891 69	51,174 33	
19	Eastern B. C.		1,982 89	
20	Elgin & Havelock			
21	Essex Terminal			
22	Esquimalt & Nanaimo		29,001 64	
23	Fredericton & Grand Lake		12,151 06	
24	Grand Trunk	783,388 63	180,943 06	
25	Grand Trunk Pacific			
27	Hereford		400 00	
28	International Bridge Co			
29	International of N. B.		9,787 49	
30	Inverness Railway and Coal Co			
32	Kent Northern			
33	Kettle Valley		2,351 44	
34	London & Port Stanley	15,634 18	8,943 35	
35	Lothiniere & Megantic			
36	Maine Central (Princeton)			
37	Manitoba Great Northern		6,533 05	
38	Maritime Coal, Railway and Power Co		5,122 36	
39	Massawippi Valley	24,000 00	31,815 12	
40	Midland of Manitoba		86,071 52	
41	Moncton & Buctouche			
42	Montreal & Atlantic	33,120 00	34,586 63	
43	Montreal & Province Line		9,305 58	
44	Montreal & Vermont Junction		16,805 33	
45	Morrissey, Fernie & Michel			
46	National Transcontinental		60,294 96	
47	Napierville Junction		14,721 32	
48	Nelson & Fort Sheppard		3,992 25	
49	New Brunswick Coal and Railway Co			
50	New Brunswick & P. E. Island			
51	New Westminster Southern		2,741 45	
52	North Shore			
53	Northern New Brunswick & Seaboard			
54	Ottawa & New York		46,641 18	
55	Pere Marquette, in Canada	174,515 31	632,860 82	
56	Quebec Central			
57	Quebec Oriental		7,668 10	
58	Quebec Railway, Light and Power Co			
60	Quebec, Montreal & Southern		930 00	
61	Red Mountain		152 17	
62	Roberval & Saguenay		3,000 00	
63	Rutland & Noyan			

Year ending June 30, 1915—*Continued.*

Gross Corporate Income.					Net Corporate.		
Interest accrued on Funded Debt.	Other interest.	Sinking Funds.	All other Deductions.	Total Deductions.	Income.	Loss.	Number.
$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	
319,510 97	17,498 12		186,258 67	523,348 76		307,860 98	1
134,450 00	12,998 91		42,578 55	207,268 34		97,072 12	2
				5,273 67	18,235 15		3
						5,579 38	4
				2,298 08		59,951 76	5
102,238 00	1,308 56		7,636 12	111,182 68	107,650 15		6
37,000 00				37,000 00		32,397 48	7
1,130,200 00	182,035 99		176 00	3,109,904 76	698,962 00		8
				140,312 31		48,579 97	9
						184,491 97	10
8,812,345 34	70,604 38			9,308,978 69		2,540,513 46	11
894,487 31	13,284 62			3,444,581 47	39,280,445 21		12
						10,478 80	13
					4,626 62		14
				4,236 23		107,872 14	15
					26,702 19		16
810,000 00				810,000 00	260,809 27		17
239,926 67	101 56			323,094 25		100,865 14	18
	0 50			1,983 39		761 61	19
						166 43	20
					16,760 66		21
193,280 00				222,281 64		63,961 68	22
			19,994 40	32,145 46		37,956 44	23
5,559,349 53	626,391 49			7,150,072 71	4,962,272 55		24
						626,940 96	25
32,000 00			500 00	32,900 00		48,939 59	27
35,858 20				35,858 20	299,910 39		28
				9,787 49		5,960 52	29
					90,324 65		30
1,920 00				1,920 00		2,003 44	32
				2,351 44		865 69	33
				24,577 53		30,238 67	34
						3,169 05	35
	3,150 00			3,150 00	1,282 38		36
				6,533 05		89,552 96	37
				5,122 36	23,839 54		38
				55,815 12		83,808 04	39
				86,071 52		196,333 05	40
						646 62	41
52,650 00				120,356 63	10,035 68		42
	8,000 00			17,305 58	17,119 94		43
			20,600 00	36,805 33	15,326 61		44
					10,022 89		45
				60,294 96		136,400 40	46
				14,721 32	27,283 53		47
				3,992 25		56,964 42	48
						5,395 16	49
						8,459 19	50
				2,741 45	2,122 11		51
700 00				700 00		863 66	52
						2,942 40	53
				46,641 18		119,625 42	54
249,800 00				1,057,176 13	65,275 27		55
257,560 92				257,560 92	168,536 76		56
99,340 91				107,009 01		100,354 00	57
					1,150 35		58
263,490 55				264,420 55		140,497 57	60
				152 17		13,811 09	61
48,924 16				51,924 16	19,346 62		62
4,000 00				4,000 00	2,477 02		63

TABLE 9.—INCOME ACCOUNT for

Number.	Name of Railway.	DEDUCTIONS FROM		
		Rents accrued for lease of other roads.	other rents.	Loss on separately operated properties.
		$ cts.	$ cts.	$ cts.
64	Salisbury & Albert			
65	Schomberg & Aurora			
66	Stanstead, Shefford & Chambly		14,373 97	
67	St. Clair Tunnel			
68	St. Lawrence & Adirondack	10,000 00	152,394 84	
69	St. Martins			
70	Sydney & Louisburg			
71	St. John & Quebec		4,883 81	
72	Temiscouata		348 87	
73	Temiskaming & Northern Ontario		25,771 80	
74	Thousand Islands		841 89	
75	Toronto, Hamilton & Buffalo		8,356 12	
76	Vancouver, Victoria & Eastern		33,509 41	
77	Victoria & Sidney		7,132 59	
78	Victoria Terminal Railway & Ferry Co.		643 72	
80	Wabash, in Canada			
81	York & Carleton			
	Total	3,835,125 18	3,675,432 20	

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Year ending June 30, 1915—*Continued.*

Gross Corporate Income.					Net Corporate.		
Interest accrued on Funded Debt.	Other interest.	Sinking Funds.	All other Deductions.	Total Deductions.	Income.	Loss.	Number.
$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	
.....	.....	.....	.....	.....	1,220 22	.....	64
.....	32,406 65	.....	.....	32,406 65	.....	35,720 32	65
6,234 60	.....	.....	.....	20,608 57	.....	30,671 02	66
125,000 00	.....	.....	.....	125,000 00	55,917 14	.....	67
48,768 98	.....	.....	.....	211,163 82	.....	76,984 76	68
4,500 00	509 91	.....	.....	5,009 91	.....	3,244 65	69
.....	.....	.....	.....	.....	183,281 30	.....	70
.....	.....	.....	.....	4,883 81	.....	13,950 91	71
12,166 66	.....	9,733 33	.....	22,248 86	20,091 72	.....	72
.....	.....	.....	.....	25,771 80	122,144 27	.....	73
3,010 00	.....	.....	.....	3,851 89	5,880 38	.....	74
227,450 00	62,280 28	.....	.....	298,086 40	171,478 69	.....	75
.....	.....	.....	.....	33,509 41	.....	209,571 87	76
15,000 00	4,236 41	.....	.....	26,369 00	.....	40,558 23	77
.....	7 03	.....	.....	650 75	.....	2,582 12	78
.....	.....	.....	.....	.....	116,333 86	.....	80
.....	.....	.....	.....	.....	1,824 15	.....	81
19,721,162 80	1,034,814 41	9,733 33	277,143 74	28,553,411 66	46,808,689 27	5,685,565 14	

TABLE 9.—INCOME ACCOUNT for

Number.	Name of Railway.	Disposal of Net		
		Dividends.		
		Common Stock.	Preferred Stock.	Total. Dividends.
		$ cts.	$ cts.	$ cts.
1	Canada Southern	450,000 00		450,000 00
2	Canadian Pacific	26,000,000 00	10,178,848 07	36,178,848 07
3	Detroit River Tunnel	180,000 00		180,000 00
4	Dominion Atlantic			
5	Esquimalt & Nanaimo	125,000 00		125,00 000
6	Grand Trunk		2,129,166 67	2,129,166 67
7	Hereford	32,000 00		32.000 00
8	International Bridge Co	120,000 00		120,000 00
9	Quebec Central		135,264 12	135,264 12
10	Roberval-Saguenay			
11	St. Clair Tunnel			
	Total	26,907,000 00	12,443,278 86	39,350,278 86

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Year ending June 30, 1915—*Concluded.*

CORPORATE INCOME.

Additions and Betterments Charged to Income.	Appropriations to Reserve.	Miscellaneous.	Applied to Improvements.	Total	Balance to		Number.
					Credit of Profit and Loss Account.	Debit of Profit and Loss Account.	
$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	
.....	.....	.....	.....	450,000 00	248,962 00	.....	1
.....	.....	.....	.....	36,178,848 07	3,101,597 14	.....	2
.....	.....	.....	.....	180,000 00	80,809 27	.....	3
132,963 64	.....	.....	.....	132,963 64	.....	233,828 78	4
.....	.....	.....	.....	125,000 00	.....	188,961 68	5
.....	.....	.....	.....	2,129,166 67	2,833,105 88	.....	6
4,042 13	.....	.....	.....	36,042 13	.....	84,981 72	7
50,908 22	120,000 00	.....	.....	290,908 22	9,002 17	.....	8
.....	.....	.....	.....	135,264 12	33,272 64	.....	9
.....	.....	4,980 54	.....	4,980 54	14,366 08	.....	10
.....	.....	.....	39,673 86	39,673 86	16,243 28	.....	11
187,913 99	120,000 00	4,980 54	39,673 86	39,702,847 25	6,337,358 46	507,772 18	

Not included in O. E. or G. E..

TABLE 10—SUMMARY of Passengers and Tons Carried, Earnings, Expenses, Train Mileage, and Mileage Operated, for the Year ending June 30, 1915.

1	2	3	4	5	6	7	8
Name of Railway.	Passengers Carried.	Passengers Carried One Mile.	Mileage of Revenue Passenger Trains.	Mileage of Revenue Mixed Trains.	Total Passenger Revenue.	Total Passenger Earnings.	Total other Earnings.
	No.	No.	Miles.	Miles.	$ cts.	$ cts.	$ cts.
Algoma Central & Hudson Bay	38,077	2,004,993	86,333	54,243	63,035 72	65,492 64	90,912 07
Algoma Eastern	53,278	1,412,588	57,462	.....	40,684 58	44,614 99	31,108 70
Atlantic, Quebec & Western	39,071	1,338,088	50,760	14,206	33,815 39	34,872 15	
Bedlington & Nelson	109	745	.....	672	25 90	26 14	
Brandon, Saskatchewan & Hudson Bay	24,716	832,268	43,470	.....	21,338 92	26,281 52	64 75
British Yukon	8,287	511,065	1,350	37,350	47,111 59	54,838 94	762 34
Canada & Gulf Terminal	25,887	521,161	360	22,534	16,566 71	20,197 41	257 83
Canada Southern	1,313,638	108,521,682	1,828,878	195,025	2,583,115 82	3,186,695 59	59,800 23
Canadian Government Railways—Intercolonial	3,626,897	167,936,915	2,817,304	351,522	3,062,815 26	3,947,891 25	124,369 66
Canadian Government Railways—P. E. Island	404,598	9,780,362	145,987	221,714	178,233 38	212,621 55	13,338 26
Canadian Northern	4,080,668	230,580,776	5,319,083	1,909,071	5,055,865 03	6,128,670 22	1,572,027 23
Canadian Pacific	13,086,064	1,155,371,348	17,977,033	1,939,478	23,917,718 41	28,720,643 75	1,824,004 01
Cape Breton	7,860	172,277	.....	19,468	4,895 91	5,436 06	255 28
Caraquet	18,793	674,007	.....	48,760	20,318 42	24,054 71	2,272 28
Crow's Nest Southern	9,262	257,934	24,412	19,536	8,703 88	11,059 34	13 53
Cumberland	43,592	456,526	.....	30,767	13,792 35	18,005 01	588 30
Dominion Atlantic	407,492	14,596,307	292,281	189,884	350,190 70	405,921 40	16,414 26
Eastern British Columbia	3,232	33,019	360	7,800	1,807 15	2,084 70	650 70
Elgin & Havelock	9,851	93,585	.....	16,956	2,945 84	3,999 72	
Essex Terminal	.....	.....	.....	.....	.....	.....	4,835 30
Esquimalt & Nanaimo	306,563	6,839,181	149,121	4,171	204,849 86	232,566 70	20,028 73
Fredericton & Grand Lake Coal & Railway Co	11,804	263,586	.....	34,376	6,636 35	7,457 71	1,011 69
Grand Trunk	11,472,005	571,131,995	8,303,889	679,024	10,011,943 88	12,199,082 27	511,322 46
Grand Trunk Pacific	641,479	51,449,211	1,168,791	145,210	1,275,691 28	1,580,332 20	130,223 51
Hereford	27,723	524,206	33,488	33,178	16,988 56	20,686 24	398 03
Inverness Railway & Coal Co	38,186	823,086	.....	42,966	21,962 25	23,231 60	1,327 41
International of New Brunswick	33,919	1,376,427	10,714	52,654	39,278 52	41,367 77	786 13
Kent Northern	10,000	145,060	.....	16,902	7,851 73	8,704 26	
Kettle Valley	2,944	111,507	.....	9,519	3,568 24	3,608 84	267 50
London & Port Stanley	105,559	1,803,436	46,716	6,001	23,959 25	28,986 39	1,038 69
Lotbiniere & Megantic	13,109	178,821	.....	18,780	5,202 68	7,167 26	DR. 18 69

Maine Central	90,009	459,046	3,980	6,285	10,818 63	11,829 59	286 30
Manitoba Great Northern	8,913	203,131	9,894	24,284	5,517 39	6,304 03	24 00
Maritime Coal, Railway & Power Co	19,209	191,561	.....	29,666	5,658 41	6,623 85	1,618 11
Massawippi Valley	151,251	2,509,837	97,479	7,980	61,676 16	67,142 95	18,631 63
Midland of Manitoba	76,635	4,762,412	146,201	.....	100,094 01	134,618 15	1,252 51
Moncton & Buctouche	24,002	504,320	5,700	14,200	11,180 68	12,054 55	17,678 91
Montreal & Atlantic	328,399	7,695,366	174,456	128,361	184,682 69	219,003 77	2,154 80
Montreal & Province Line	97,698	1,925,325	41,321	12,726	33,297 37	39,837 25	202 37
Montreal & Vermont Junction	195,120	4,073,736	62,785	.....	65,200 48	72,729 75	
Morrissey, Fernie & Michel	123,400	752,740	.....	27,097	10,168 25	10,168 25	
Napierville Junction	25,095	449,882	17,860	.....	13,473 98	14,335 67	183 17
National Transcontinental (operated by Canadian Govt.)	33,609	1,589,955	14,065	149,435	38,455 76	39,006 30	1,038 68
Nelson & Fort Sheppard	19,418	524,204	37,509	.....	16,911 70	20,845 11	1,964 02
New Brunswick Coal & Railway Co	17,938	420,850	.....	31,139	11,281 11	13,213 53	2,456 21
New Brunswick & P. E. Island	19,807	357,328	3,136	23,946	9,100 10	14,969 47	117 82
New Westminster & Southern	11,081	116,179	.....	21,276	3,835 70	7,956 57	2,203 22
Northern New Brunswick & Seaboard	1,080	1,080	.....	2,027	608 00	608 00	
North Shore	786	6,288	.....	3,360	205 27	205 27	
Ottawa & New York	127,634	3,185,802	79,071	.....	73,557 19	93,018 79	1,954 41
Pere Marquette	299,374	5,631,843	247,562	12,995	128,521 85	169,558 20	11,144 75
Quebec Central	387,620	16,644,012	221,925	272,948	354,407 26	416,372 71	20,495 12
Quebec, Montreal & Southern	245,315	5,279,102	126,441	85,434	137,552 23	153,407 19	2,087 80
Quebec Oriental	30,360	1,987,750	50,902	13,135	48,565 59	55,384 91	80 05
Quebec Railway, Light & Power Co	82,194	628,539	7,278	.....	8,936 76	8,936 76	264 99
Roberval-Saguenay	21,233	691,103	40,662	335,273	9,575 45	9,642 35	50,286 78
Red Mountain	6,509	57,878	54	5,814	1,575 66	3,118 18	259 70
Rutland & Noyan	117,720	399,071	5,441	.....	8,179 96	8,470 42	
Salisbury & Albert	14,841	329,937	.....	29,960	8,781 14	11,858 05	2,694 74
Schomberg & Aurora	20,616	183,582	.....	22,897	5,940 34	5,940 34	
Stanstead, Shefford & Chambly	237,258	1,565,400	43,648	17,477	29,625 38	38,845 22	508 47
St. Clair Tunnel	.....	.....	.....	.....	.....	.....	5,210 89
St. John & Quebec	16,727	452,355	.....	29,370	11,283 67	11,380 67	547 63
St. Lawrence & Adirondack	633,791	12,977,905	170,965	.....	213,707 93	244,343 88	2,699 93
St. Martins	9,953	189,766	.....	17,340	4,745 13	5,965 11	132 80
Sydney & Louisburg	167,640	2,202,369	32,931	20,032	49,799 95	53,178 41	19,172 79
Temiscouata	68,657	1,885,725	72,822	70,674	50,248 92	59,633 40	1,934 04
Temiskaming & Northern Ontario	502,342	20,534,411	409,108	75,227	480,226 37	550,398 02	34,259 70
Thousand Islands	35,938	215,628	.....	30,500	8,018 93	12,414 55	3,416 53
Toronto, Hamilton & Buffalo	581,539	16,470,669	305,736	.....	362,413 48	399,645 92	5,009 80
Vancouver, Victoria & Eastern	182,541	4,824,409	146,603	75,540	137,019 50	181,323 30	22,778 38
Victoria Terminal Railway & Ferry Co	51,990	51,470	2,055	14	1,389 59	1,700 11	395 39
Victoria & Sidney, B.C.	55,264	583,134	33,204	224	16,499 86	20,321 38	287 44
Wabash (in Canada)	538,622	30,451,483	679,657	9,920	397,993 50	425,133 33	11,339 27
York & Carleton	6,940	.....	.....	8,068	1,682 40	1,893 25	
Total	41,551,031	2,483,708,745	41,648,243	7,736,391	50,173,267 29	60,699,934 82	4,654,833 34

TABLE 10.—SUMMARY of Passengers and Tons Carried, Earnings, Expenses, Train Mileage, and Mileage Operated, for the Year ending June 30, 1915—*Concluded.*

8	9	10	11	12	13	14	15	16	17
Name of Railway.	Tons Carried.	Tons Carried One Mile.	Mileage of Revenue Mixed Trains.	Mileage of Revenue Freight Trains.	Total Freight Revenue.	Total Freight Earnings.	Total Revenue Train Mileage.	Total Gross Earnings.	Total Operating Expenses.
	Number.	Number.	Miles.	Miles.	$ cts.	$ cts.	Miles.	$ cts.	$ cts.
Algoma Central & Hudson Bay	612,907	53,950,431	54,243	186,277	401,699 14	458,748 87	329,087	615,153 58	488,880 03
Algoma Eastern	773,397	11,386,065	.....	53,713	202,730 46	209,643 39	111,783	285,367 08	175,484 83
Atlantic, Quebec & Western	60,082	2,411,143	14,206	34,863	42,489 10	42,649 92	99,829	77,522 07	113,665 97
Bedlington & Nelson	4	25	672	.....	337	3 37	672	29 51	4,423 11
Brandon, Saskatchewan & Hudson Bay	38,775	1,741,128	.....	21,613	18,792 99	23,042 44	65,083	49,388 71	106,798 48
British Yukon	33,593	2,951,708	37,350	7,795	236,143 44	236,143 44	46,495	291,744 72	93,601 90
Canada & Gulf Terminal	22,542	668,969	22,534	.....	21,396 86	21,396 86	22,894	41,852 10	37,249 58
Canada Southern	6,732,879	1,024,395,449	195,025	1,555,878	6,426,300 29	6,474,461 13	3,580,173	9,720,956 95	6,005,621 33
Canadian Gov't Railways—Intercolonial	4,442,510	1,157,448,089	351,522	4,173,771	7,131,061 59	7,187,449 01	7,344,453	11,259,709 92	11,348,755 91
Canadian Gov't Railways—P. E. Island	122,257	4,781,286	221,714	.....	186,117 48	186,560 47	382,315	412,520 26	597,044 23
Canadian Northern	10,536,769	2,150,365,193	1,909,071	5,236,166	17,873,979 42	18,211,408 85	12,516,671	25,912,106 30	18,823,945 47
Canadian Pacific	21,490,596	7,734,433,065	1,939,478	16,896,368	59,770,681 02	60,285,597 35	36,835,905	90,830,245 11	60,212,569 49
Cape Breton	5,415	156,443	19,468	.....	4,743 84	4,743 84	19,468	10,435 18	20,913 98
Caraquet	42,252	1,478,820	48,760	.....	45,255 06	45,255 06	48,760	71,582 05	66,955 43
Crow's Nest Southern	136,741	8,163,054	19,536	18,194	62,707 34	63,013 09	62,248	74,085 96	172,768 80
Cumberland	352,849	5,264,321	30,767	20,234	83,290 10	83,290 10	51,001	101,883 41	75,181 22
Dominion Atlantic	326,628	21,727,462	189,884	83,654	506,614 50	508,716 90	566,733	931,052 56	733,696 25
Eastern British Columbia	92,023	849,256	7,800	.....	30,480 52	30,510 91	8,184	33,246 31	30,607 10
Elgin & Havelock	10,049	.....	16,956	.....	7,761 24	7,761 24	16,956	11,760 96	11,927 39
Essex Terminal	164,359	821,795	.....	22,500	39,304 97	43,505 01	22,500	48,340 31	31,579 65
Esquimalt & Nanaimo	291,822	10,209,144	4,171	93,491	284,696 30	289,606 99	246,783	542,202 42	354,961 51
Fredericton & Grand Lake Coal & Ry. Co	96,568	2,998,710	34,376	.....	53,667 68	53,667 68	34,376	62,137 08	67,948 06
Grand Trunk	18,496,023	3,401,015,166	679,024	9,944,806	23,378,255 03	23,745,812 72	18,979,452	36,456,217 45	27,634,081 39
Grand Trunk Pacific	1,454,061	683,061,081	145,210	1,798,659	4,894,944 53	4,950,028 52	3,125,151	6,660,584 23	7,383,665 47
Hereford	85,602	1,834,357	33,178	1,704	69,734 47	69,751 98	68,370	90,836 25	105,297 74
Inverness Ry. & Coal Co	288,470	15,898,665	42,966	63,060	188,339 60	188,352 60	106,026	212,911 61	122,586 96
International of New Brunswick	52,568	2,290,950	52,654	6,125	60,238 18	60,249 20	70,053	102,403 10	98,576 13
Kent Northern	7,250	145,060	16,902	.....	11,543 59	11,543 59	16,902	20,247 85	20,331 29
Kettle Valley	33,540	267,170	9,519	1,239	14,463 69	14,506 69	10,758	18,383 03	16,897 28
London & Port Stanley	594,704	10,335,761	6,001	39,334	103,292 85	108,371 67	92,051	138,396 75	144,359 62
Lotbiniere & Megantic	22,773	317,001	18,780	.....	16,287 03	16,287 03	18,780	23,435 60	25,704 65

Maine Central	228,981	1,167,803	6,285	4,090	6,731 80	6,731 80	14,385	18,561 39	14,150 32
Manitoba Great Northern	44,024	1,896,184	24,284	4,680	17,817 92	18,169 67	38,858	24,760 00	107,550 46
Maritime Coal, Ry. & Power Co	212,149	2,270,762	29,666		62,823 87	62,823 87	29,666	69,471 72	40,209 82
Massawippi Valley	500,781	14,719,664	7,980	57,939	130,759 36	132,465 22	163,398	201,226 28	228,402 44
Midland of Manitoba	140,296	9,978,410		77,187	92,469 70	97,888 12	224,182	251,137 90	362,845 05
Moncton & Buctouche	21,100	433,168	14,200	5,700	17,906 30	17,906 30	27,020	31,213 36	31,584 98
Montreal & Atlantic	1,069,553	55,285,411	128,361	207,859	683,483 27	693,743 16	510,853	930,425 84	777,922 57
Montreal & Province Line	93,129	2,394,415	12,726	23,394	63,537 91	63,818 18	77,471	105,810 23	90,809 99
Montreal & Vermont Junction	356,275	8,550,600		28,592	52,543 66	53,366 58	91,538	126,298 70	74,257 85
Morrissey, Fernie & Michel	494,137	3,014,235	27,097		77,988 94	83,465 11	27,097	93,633 36	83,523 03
Napierville Junction	406,017	11,564,098		29,578	82,285 46	82,302 91	47,438	96,821 75	54,695 45
National Transcontinental (operated by Canadian Government)	222,372	22,018,668	149,435	72,275	240,384 23	240,842 77	236,057	280,887 75	357,110 44
Nelson & Fort Sheppard	20,245	768,536		18,754	24,254 01	24,336 51	56,318	47,145 64	94,651 03
New Brunswick Coal & Railway Co	39,289	811,588	31,139		26,990 00	26,990 00	31,139	42,659 74	48,054 90
New Brunswick & P. E. Island	65,339	1,520,984	23,946	10,972	32,932 97	34,364 29	38,054	49,451 58	57,910 77
New Westminster & Southern	44,088	410,387	21,276		19,458 89	19,550 69	21,276	29,710 48	24,136 93
Northern New Brunswick & Seaboard	1,335	1,335	2,027		1,028 31	1,028 31	2,027	1,636 31	4,578 71
North Shore	1,550	12,400	3,360		619 91	619 91	3,360	825 18	988 84
Ottawa & New York	318,512	15,191,603		54,145	117,158 13	117,341 45	133,222	212,314 65	284,023 62
Pere Marquette	2,745,460	443,368,764	12,995	854,164	2,193,139 63	2,220,171 59	1,114,721	2,400,874 54	1,477,034 51
Quebec Central	870,393	67,538,021	272,948	206,788	903,397 77	903,397 77	706,668	1,340,265 60	903,603 68
Quebec, Montreal & Southern	307,352	12,242,673	85,434	77,928	203,140 28	205,497 82	289,870	360,992 81	454,910 19
Quebec Oriental	55,224	4,455,111	13,135	39,978	67,503 35	67,503 35	104,015	122,968 31	116,313 30
Quebec Railway, Light & Power Co	216,588	1,634,317		20,479	68,744 66	69,336 25	27,757	78,538 00	71,821 12
Roberval-Saguenay	186,013	3,237,634	335,273		98,326 17	98,326 17	375,935	158,255 30	85,204 77
Red Mountain	14,690	131,806	5,814	612	5,895 66	7,776 66	6,480	11,154 54	23,731 08
Rutland & Noyan	174,602	591,901		2,158	5,617 27	5,617 27	7,599	14,087 69	11,596 02
Salisbury & Albert	41,059	756,418	29,960		21,608 90	21,608 90	29,960	36,161 69	34,941 47
Schomberg & Aurora	8,488	132,820	22,897		6,109 84	6,109 84	22,897	12,050 18	15,271 80
Stanstead, Shefford & Chambly	415,080	2,075,520	17,477	21,594	38,770 03	39,289 07	82,944	78,642 76	88,305 42
St. Clair Tunnel						328,708 50		333,919 39	126,661 04
St. John & Quebec	30,332	1,155,866	29,370	4,769	26,952 46	26,955 46	34,139	38,883 76	47,950 86
St. Lawrence & Adirondack	767,937	27,798,601		80,275	308,185 27	309,024 82	251,350	556,068 63	417,089 19
St. Martins	15,065	231,117	17,340		12,291 59	12,291 59	17,340	18,389 50	16,624 24
Sydney & Louisburg	4,468,504	67,202,852	20,032	207,803	633,433 07	647,947 44	260,766	720,298 64	537,017 34
Temiscouata	152,017	6,502,762	70,674	7,503	158,557 80	158,914 59	150,999	220,482 03	177,031 96
Temiskaming & Northern Ontario	662,336	86,500,437	75,227	329,019	886,564 62	893,067 02	814,600	1,477,724 74	1,408,658 69
Thousand Islands	28,673	172,038	30,500		19,142 52	19,152 52	30,500	34,983 60	25,758 86
Toronto, Hamilton & Buffalo	1,769,488	64,631,644		122,389	790,928 23	851,512 79	428,617	1,256,168 51	942,364 71
Vancouver, Victoria & Eastern	748,899	20,232,070	75,540	64,775	296,723 86	303,459 07	287,399	507,560 75	641,120 47
Victoria Terminal Railway & Ferry Co	14,488	14,343	14	604	803 50	803 50	2,673	2,899 00	2,281 55
Victoria & Sidney, B.C	16,538	201,385	224	9,755	10,930 15	11,071 15	43,183	31,679 97	44,981 12
Wabash (in Canada)	1,786,738	387,121,605	9,920	756,371	1,865,241 13	1,867,139 77	1,446,728	2,303,612 37	2,193,483 24
York & Carleton	9,694		8,068		3,786 29	3,786 29	8,068	5,679 54	3,855 39
Total	87,204,838	17,661,309,723	7,736,391	43,661,573	132,543,984 37	134,488,303 97	93,218,479	199,843,072 13	147,731,099 47

TABLE 11.—SUMMARY of Train Mileage for the Year ending June 30, 1915.

Name of Railway.	Mileage of Revenue Passenger Trains.	Mileage of Revenue Mixed Trains.	Mileage of Revenue Freight Trains.	Special Revenue Train Mileage.	Total Revenue Train Mileage.	Mileage of Non-Revenue Trains.
	Miles.	Miles.	Miles.	Miles.	Miles.	Miles.
Algoma Central and Hudson Bay	86,333	54,243	186,277	2,234	329,087	39,442
Algoma Eastern	57,462	.....	53,713	608	111,783	1,732
Atlantic, Quebec and Western	50,760	14,206	34,863	.....	99,829	8,983
Bedlington and Nelson	.....	672	.....	.....	672	48
Brandon, Saskatchewan & Hudson Bay	43,470	.....	21,613	.....	65,083	379
British Yukon	1,350	37,350	7,795	.....	46,495	448
Canada and Gulf Terminal	360	22,534	.....	.....	22,894	216
Canada Southern	1,828,878	195,025	1,555,878	392	3,580,173	25,169
Canadian Government Railways—						
Intercolonial	2,817,304	351,522	4,173,771	1,856	7,344,453	147,823
Prince Edward Island	145,987	221,714	.....	14,614	382,315	17,194
Canadian Northern	5,319,083	1,909,071	5,236,166	52,351	12,516,671	424,269
Canadian Pacific	17,977,033	1,939,478	16,896,368	23,026	36,835,905	773,240
Cape Breton	.....	19,468	.....	.....	19,468	.....
Caraquet	.....	48,760	.....	.....	48,760	.....
Crow's Nest Southern	24,412	19,536	18,194	106	62,248	4,815
Cumberland	.....	30,767	20,234	.....	51,001	.....
Dominion Atlantic	292,281	189,884	83,654	914	566,733	51,446
Eastern British Columbia	360	7,800	.....	24	8,184	96
Elgin and Havelock	.....	16,956	.....	.....	16,956	.....
Essex Terminal	.....	22,500	.....	.....	22,500	.....
Esquimalt and Nanaimo	149,121	4,171	93,491	.....	246,783	13,428
Fredericton and Grand Lake Coal and Railway Co	.....	34,376	.....	.....	34,376	.....
Grand Trunk	8,303,889	679,024	9,944,806	51,733	18,979,452	.....
Grand Trunk Pacific	1,168,791	145,210	1,798,659	12,491	3,125,151	.....
Hereford	33,488	33,178	1,704	.....	68,370	758
Inverness Railway and Coal Co	.....	.....	.....	.....	.....	.....
International of New Brunswick	10,714	52,654	6,125	560	70,053	5,617
Kent Northern	.....	16,902	.....	.....	16,902	.....
Kettle Valley	.....	9,519	1,239	.....	10,758	.....
London and Port Stanley	46,716	6,001	39,334	.....	92,051	37,249
Lotbiniere and Megantic	.....	18,780	.....	.....	18,780	.....
Maine Central	3,980	6,285	4,090	30	14,385	153
Manitoba Great Northern	9,894	24,284	4,680	.....	38,858	427
Maritime Coal, Railway and Power Co	.....	29,666	.....	.....	29,666	.....
Massawippi Valley	97,479	7,980	57,939	.....	163,398	3,415
Midland of Manitoba	146,201	.....	77,487	794	224,182	132

Moncton and Buctouche	5,700	14,200	5,700	1,420	27,020	
Montreal and Atlantic	174,456	128,361	207,859	177	510,853	6,377
Montreal and Province Line	41,321	12,726	23,394	30	77,471	445
Montreal and Vermont Junction	62,785		28,592	161	91,538	482
Morrissey, Fernie and Michel		27,097			27,097	
Napierville Junction	17,860		29,578		47,438	
National Transcontinental (operated by Canadian Gov't Railways)	14,065	149,435	72,275	282	236,057	
Nelson and Fort Sheppard	37,509		18,754	55	56,318	433
New Brunswick Coal and Railway Co		31,139			31,139	
New Brunswick and Prince Edward Island	3,136	23,946	10,972		38,054	1,684
New Westminster and Southern		21,276			21,276	16
Northern New Brunswick and Seaboard		2,027			2,027	12
North Shore						
Ottawa and New York	79,071		54,145	6	133,222	20,138
Pere Marquette	247,562	12,995	854,164		1,114,721	9,533
Quebec Central	221,925	272,948	206,788	5,007	706,668	192,486
Quebec, Montreal and Southern	126,441	85,434	77,928	67	289,870	6,553
Quebec Oriental	50,902	13,135	39,978		104,015	5,223
Quebec Railway, Light & Power Co	7,278		20,479		27,757	915
Roberval and Saguenay	40,662	335,273			375,935	
Red Mountain	54	5,814	612		6,480	84
Rutland and Noyan	5,441		2,158		7,599	
Salisbury and Albert		29,960			29,960	
Schomberg and Aurora		22,897			22,897	
Stanstead, Shefford and Chambly	43,648	17,477	21,594	225	82,944	1,521
St. Clair Tunnel						
St. John and Quebec		29,370	4,769		34,139	1,341
St. Lawrence and Adirondack	170,965		80,275	110	251,350	5,287
St. Martins		17,340			17,340	
Sydney and Louisburg	32,931	20,032	207,803		260,766	
Temiscouata	72,822	70,674	7,503		150,999	6,290
Temiskaming and Northern Ontario	409,108	75,227	329,019	1,246	814,600	58,456
Thousand Islands		30,500			30,500	
Toronto, Hamilton and Buffalo	305,736		122,389	492	428,617	12,578
Vancouver, Victoria and Eastern	146,603	75,540	64,775	481	287,399	42,952
Victoria Terminal Railway and Ferry Co	2,055	14	604		2,673	
Victoria and Sidney, B.C	33,204	224	9,755		43,183	
Wabash (in Canada)	679,657	9,920	756,371	780	1,446,728	25,819
York and Carleton		8,068			8,068	
Totals	41,648,243	7,736,391	43,661,573	172,272	93,218,479	1,955,104

TABLE 12.—SUMMARY of Freight Traffic Movement for the Year ending June 30, 1915.

Name of Railway.	PRODUCTS OF AGRICULTURE.							
	GRAIN.				FLOUR.			
	Originating on this Road.	Received from other Roads in Canada.	Received from U.S. Roads	Total freight tonnage.	Originating on this Road.	Received from other Roads in Canada.	Received from U.S. Roads	Total freight tonnage.
Algoma Central and Hudson Bay	134	975		1,109	229	1,720		1,949
Algoma Eastern	93	31	107	231	273	24		297
Atlantic, Quebec and Western	15	264		279	60	1,726		1,786
Bedlington and Nelson								
Brandon, Saskatchewan and Hudson Bay	21,136		1,454	22,590				
British Yukon	1,181			1,181	583			583
Canada and Gulf Terminal	63	246		309	14	667		681
Canada Southern	36,046	107,412	774,722	918,180	26,794	104,428	144,467	275,689
Canadian Government Railways—Intercolonial	57,212	75,094		132,306	56,878	172,654		229,532
" " P. E. Island	17,399	95		17,494	2,957	1,530		4,487
Canadian Northern System	1,466,071	54,588	917	1,521,576	226,715	43,451	668	270,834
Canadian Pacific	2,834,295	338,989	139,950	3,313,234	716,353	61,473	76,034	853,860
Cape Breton					7	577		584
Caraquet		25		25		2,356		2,356
Crow's Nest Southern		28	94	122			20	20
Cumberland		312		312		4,600		4,600
Dominion Atlantic	1,650	3,140	40	4,830				
Eastern British Columbia		204		204		45		45
Elgin and Havelock	14	162		176	34	590		624
Essex Terminal		700		700		300		300
Esquimalt and Nanaimo	858	8,726		9,584	285	3,970		4,255
Fredericton and Grand Lake Coal & Railway Co		774		774				
Grand Trunk	1,370,177	85,666	458,195	1,914,038	352,650	38,612	132,474	523,736
Grand Trunk Pacific	512,909	690	2,225	515,824	14,947	112	39	15,098
Hereford	261	642	1,588	2,491	722	231	219	1,172
Inverness Railway and Coal Co	8	374		382	158	1,100		1,258
International of New Brunswock	844			844	289			289
Kent Northern	28			28	5	1,044		1,049
Kettle Valley	51	20		71		146		146
London and Port Stanley		3,931	9,172	13,103				
Lotbiniere and Megantic	52	210		262	120	301		421
Maine Central			1,010	1,010			92	92
Manitoba Great Northern	17,829	787	3,244	21,860	72		38	110
Maritime Coal, Railway and Power Co	83	216		299	34	470		504

Massawippi Valley	456	11,346	2,961	14,763	102	1,592	422	2,116
Midland of Manitoba	81	552	20,839	21,472	40		363	403
Moncton and Buctouche		42		42		205		205
Montreal and Atlantic	3,290	118,984	59	122,333	398	132,462	268	133,128
Montreal and Province Line	218	4,532		4,750	181	1,439		1,620
Montreal and Vermont Junction	9	87,640	269	87,918	35	3,905		3,940
Morrissey, Fernie and Michel		350		350				
Napierville Junction	701	193	56	950	5	685		690
National Transcontinental, operated by Canadian Govt. Rys.	1,342			1,342	2,046			2,046
Nelson and Fort Sheppard	57		231	288	107	20	110	237
New Brunswick Coal and Railway Co.	69	1,363		1,432				
New Brunswick and Prince Edward Island	257			257	715			715
New Westminster Southern	76	576		652	35	19		54
Northern New Brunswick and Seaboard						9		9
North Shore								
Ottawa and New York	1,345	789	1,083	3,217	89	3,194		3,283
Pere Marquette		17,776	661	18,437	921	792		1,713
Quebec Central		11,602		11,602		20,723		20,723
Quebec, Montreal and Southern	4,036	2,919		6,955	196	8,279		8,475
Quebec Oriental	115	71		186	80	2,987		3,067
Quebec Railway, Light and Power Co.	3,537	182		3,719	660	173		833
Roberval-Saguenay	342	446		788	100	41		141
Red Mountain			226	226			35	35
Rutland and Noyan			606	606		43	22	65
Salisbury and Albert	11	387		398	59	1,467		1,526
Schomberg and Aurora	1,632			1,632		259		259
Stanstead, Shefford and Chambly		90,901		90,901	980	4,300		5,280
St. Clair Tunnel								
St. Lawrence and Adirondack	1,128	1,696	260	3,084	6,237	972	134	7,343
St. Martins		80		80		390		390
Sydney and Louisburg	16	480		496		4,210		4,210
Temiscouata	350	680		1,030	237	1,920		2,157
Temiskaming and Northern Ontario	1,557	4,468		6,025	942	5,855		6,797
Thousand Islands	23	442		465		1,240		1,240
Toronto, Buffalo and Hamilton	2,346	109,593		111,939	2,137	53,491		55,628
Vancouver, Victoria and Eastern	4,391	89	4,743	9,223	40	163	1,301	1,504
Victoria Terminal Railway and Ferry Co.	584	254		838	63	65		128
Victoria and Sidney, B.C.	70	780		850	1	131		132
Wabash (in Canada)	652		214,467	215,119			48,160	48,160
York and Carleton								
Total	6,367,100	1,153,514	1,639,179	9,159,793	1,416,585	693,158	404,866	2,514,609

TABLE 12.—SUMMARY of Freight Traffic Movement for the Year ending June 30, 1915—*Continued.*

Name of Railway.	PRODUCTS OF AGRICULTURE.							
	OTHER MILL PRODUCTS.				HAY.			
	Originating on this Road.	Received from other Roads in Canada.	Received from U.S. Roads.	Total freight tonnage.	Originating on this Road.	Received from other Roads in Canada.	Received from U.S. Roads.	Total freight tonnage.
Algoma Central and Hudson Bay	26	230		256	1,822			1,822
Algoma Eastern					359			359
Atlantic, Quebec and Western		15		15	430	871		1,301
Bedlington and Nelson								
Brandon, Saskatchewan and Hudson Bay	21	30		51	20	10		30
British Yukon	688			688	2,147			2,147
Canada and Gulf Terminal					32	88		120
Canada Southern	11,118	10,416	163,882	185,416	27,313	397	18,629	46,339
Canadian Government Railways—Intercolonial	28,383	62,181		90,564	80,137	7,291		87,428
" " P. E. Island	1,020	90		1,110	6,093	2		6,095
Canadian Northern System	62,032	34,294	3,361	99,687	96,529	10,248	63	106,840
Canadian Pacific	361,615	27,166	52,987	441,768	292,984	113,980	11,211	418,175
Cape Breton						62		62
Caraquet		244		244		796		796
Crow's Nest Southern	52		20	72	12	47		59
Cumberland	22	612		634	110	572		682
Dominion Atlantic	5,326	16,007	3,026	24,359	4,438	72		4,510
Eastern British Columbia					12	267		279
Elgin and Havelock	5	329		334	57			57
Essex Terminal		600		600				
Esquimalt and Nanaimo	2,649	5,887		8,356	927	2,123		3,050
Fredericton and Grand Lake Coal and Railway Co.								
Grand Trunk	116,341	6,464,215	779	338,584	154,167	36,057	52,138	242,362
Grand Trunk Pacific	4,227	152	78	4,457	8,241	23		8,264
Hereford	41	176	117	334	654		72	726
Inverness Railway and Coal Co	27	1,008		1,035	123	518		641
International of New Brunswick	507			507	1,923			1,923
Kent Northern					290			290
Kettle Valley		25		25	129	67	207	403
London and Port Stanley	56	29		85	491			491
Lotbiniere and Megantic	28	22		50	388			388
Maine Central			20	20			179	179
Manitoba Great Northern	90		53	143	20			20
Manitoba Coal, Railway and Power Co.	212	423		635	70	233		303
Massawippi Valley	336	2,580	1,220	4,136	294	1,329	232	1,855

Midland of Manitoba	36		1,304	1,340			75	75
Moncton and Buctouche					102			102
Montreal and Atlantic	1,205	84,074	415	85,694	26,417	8,007		34,424
Montreal and Province Line	152	924		1,076	17,030	1,050		18,080
Montreal and Vermont Junction	5	38,737		38,742	6,513	26,302		32,815
Morrissey, Fernie and Michel						500		500
Napierville Junction		21	23	44	6,408	80		6,488
National Transcontinental, operated by Canadian Govt. Rys.	529			529	2,608			2,608
Nelson and Fort Sheppard	210	154	35	399	93	104	1,038	1,235
New Brunswick Coal and Railway Co								
New Brunswick and P. E. Island	151			151	3,204			3,204
New Westminster Southern	43	175		218	23	1,247		1,270
Northern New Brunswick and Seaboard		1		1		73		73
North Shore	144			144				
Ottawa and New York	145	2,011	102	2,258	3,636	232		3,868
Pere Marquette	692	344	227	1,263		825		825
Quebec Central								
Quebec, Montreal and Southern		1,227		1,227	42,149	1,200		43,349
Quebec Oriental	20	20		40	1,099	59		1,158
Quebec Railway, Light and Power Co	369	94		463	260	854		1,114
Roberval-Saguenay	53	20		73	124	225		349
Red Mountain					13		567	580
Rutland and Noyan					117	4,999		5,116
Salisbury and Albert					1,592			1,592
Schomberg and Aurora					42			42
Stanstead, Shefford and Chambly		39,768		39,768	6,914	31,502		38,416
St. Clair Tunnel								
St. Lawrence and Adirondack	917	1,636	133	2,686	4,474	2,191		6,665
St. Martins						90		90
Sydney and Louisburg	112	615		727		7,020		7,020
Temiscouata	43	126		169	1,845	758		2,603
Temiskaming and Northern Ontario	868	2,053		2,921	3,577	9,510	11	13,098
Thousand Islands		60		60	786			786
Toronto, Hamilton and Buffalo	2,462	8,199		10,661	9,235	3,030		12,265
Vancouver, Victoria and Eastern	632	526	1,660	2,818	9,896	57	1,200	11,153
Victoria Terminal Railway and Ferry Co	321	220		541	13	60		73
Victoria and Sidney, B.C	35	638		673	75	12		87
Wabash (in Canada)			87,634	87,634	416		22,300	22,716
York and Carleton								
Total	603,966	350,623	532,076	1,486,665	828,873	275,040	107,922	1,211,835

TABLE 12.—SUMMARY of Freight Traffic Movement for the Year ending June 30, 1915—*Continued.*

Name of Railway.	PRODUCTS OF AGRICULTURE.							
	TOBACCO.				COTTON.			
	Originating on this Road.	Received from other Roads in Canada.	Received from U.S. Roads.	Total freight tonnage.	Originating on this Road.	Received from other Roads in Canada.	Received from U.S. Roads.	Total freight tonnage.
Algoma Central and Hudson Bay								
Algoma Eastern								
Atlantic, Quebec and Western								
Bedlington and Nelson								
Brandon, Saskatchewan and Hudson Bay								
British Yukon	8			8				
Canada and Gulf Terminal		11		11				
Canada Southern	1,382	107	6,786	8,275			18,539	18,539
Canadian Government Railways—Intercolonial	2,046	550		2,596	1,856	1,091		2,947
" " P. E. Island	183	45		228	55	70		125
Canadian Northern System								
Canadian Pacific	7,525	4,382	1,944	13,851	2,533	7,852	7,504	17,889
Cape Breton								
Caraquet								
Crow's Nest Southern								
Cumberland		1		1				
Dominion Atlantic	22	4		26				
Eastern British Columbia								
Elgin and Havelock								
Essex Terminal								
Esquimalt and Nanaimo		14		14				
Fredericton and Grand Lake Coal and Railway Co.								
Grand Trunk	3,335	1,893	3,585	8,813	6,449	937	23,499	30,885
Grand Trunk Pacific	148	358	39	545	3	414	11	428
Hereford	3	7		10				
Inverness Railway and Coal Co		12		12				
International of New Brunswick	9			9				
Kent Northern								
Kettle Valley								
London and Port Stanley								
Lotbiniere and Megantic								
Maine Central								
Manitoba Great Northern								
Maritime Coal, Railway and Power Co.		7		7				
Massawippi Valley		16	4	20			5	5

Midland of Manitoba							33	33
Moncton and Buctouche								
Montreal and Atlantic		206	622	828		1,284	6,608	7,892
Montreal and Province Line								
Montreal and Vermont Junction								
Morrissey, Fernie and Michel								
Napierville Junction		151		151		14	316	330
National Transcontinental, operated by Canadian Govt. Rys.	4			4				
Nelson and Fort Sheppard					28		251	279
New Brunswick Coal and Railway Co								
New Brunswick and P. E. Island	8			8	1			1
New Westminster Southern								
Northern New Brunswick and Seaboard								
North Shore								
Ottawa and New York	1	103		104	39	104	738	881
Pere Marquette	32		43	75			33	33
Quebec Central								
Quebec, Montreal and Southern	21			21				
Quebec Oriental								
Quebec Railway, Light and Power Co	32	1		33	53	4,549		4,602
Roberval -Saguenay	1			1				
Red Mountain								
Rutland and Noyan							168	168
Salisbury and Albert								
Schomberg and Aurora								
Stanstead, Shefford and Chambly								
St. Clair Tunnel								
St. Lawrence and Adirondack	11	71	135	217	240	489	759	1,488
St. Martins								
Sydney and Louisburg		14		14				
Temiscouata	12	14		26		6		6
Temiskaming and Northern Ontario								
Thousand Islands								
Toronto, Hamilton and Buffalo		334		334		2,079		2,079
Vancouver, Victoria and Eastern			43	43			70	70
Victoria Terminal Railway and Ferry Co								
Victoria and Sidney, B.C.								
Wabash (in Canada)			1,386	1,386			20,197	20,197
York and Carleton	288	621		909				
Total	15,071	8,922	14,587	38,580	11,257	18,889	78,731	108,877

TABLE 12.—SUMMARY of Freight Traffic Movement for the Year ending June 30, 1915—*Continued.*

Name of Railway.	PRODUCTS OF AGRICULTURE—*Continued.*							
	FRUIT AND VEGETABLES.				OTHER PRODUCTS OF AGRICULTURE.			
	Originating on this Road.	Received from other Roads in Canada.	Received from U.S. Roads.	Total freight tonnage.	Originating on this Road.	Received from other Roads in Canada.	Received from U.S. Roads.	Total freight tonnage.
Algoma Central and Hudson Bay	163			163	103	307		410
Algoma Eastern	28		92	120	18			18
Atlantic, Quebec and Western	10	60		70	43	441		484
Bedlington and Nelson								
Brandon, Saskatchewan and Hudson Bay	60		2,117	2,177	82		26	108
British Yukon	449			449	75			75
Canada and Gulf Terminal	3	170		173	328	1		329
Canada Southern	43,393	13,641	155,560	212,594	5,109	1,638	85,198	91,945
Canadian Government Railways—Intercolonial	48,474	17,707		66,181	6,379	4,057		10,436
" " P. E. Island	4,950	172		5,122	1,109	39		1,148
Canadian Northern System	52,762	16,529	15,671	84,962				
Canadian Pacific	307,657	97,368	102,146	507,171	66,039	25,995	13,917	105,951
Cape Breton		53		53				
Caraquet	157			157		212		212
Crow's Nest Southern	90		400	490			21	21
Cumberland	26	710		736	16	312		328
Dominion Atlantic	75,375	1,805	73	77,253	515	37	4	556
Eastern British Columbia		100		100				
Elgin and Havelock		2		2	239	81		320
Essex Terminal		100		100				
Esquimalt and Nanaimo	227	1,243		1,470	94	731		825
Fredericton and Grand Lake Coal and Railway Co.								
Grand Trunk	174,661	13,542	115,587	303,790	48,078	9,043	53,222	110,343
Grand Trunk Pacific	5,608	14,557	1,473	21,638	1,037	377	15	1,429
Hereford	33	8	11	52	38	1		39
Inverness Railway and Coal Co.	41	89		130				
International of New Brunswick	633			633	3			3
Kent Northern	673			673				
Kettle Valley	54			54	17			17
Klondike Mines								
London and Port Stanley	271	30		301	155			155
Lotbiniere and Megantic		26		26	197	92		289
Maine Central		1,665		1,665				
Manitoba Great Northern	20		361	381	216	115	10	341
Matitime Coal, Railway and Power Co.	2	146		148				

Massawaippi Valley	791	808	290	1,889	7	69	5	81
Midland Railway of Manitoba	41	63	19,939	20,043	30		613	643
Moncton and Buctouche	1,172			1,172				
Montreal and Atlantic	817	15,553	804	17,174	414	3,380	477	4,271
Montreal and Province Line								
Montreal and Vermont Junction		2,114	558	2,672		3,214		3,214
Morrissey, Fernie and Michel								
Napierville Junction	20	31	4,590	4,641				
National Transcontinental, operated by Canadian Govt. Rys.	7,483			7,483	12			12
Nelson and Fort Sheppard					15			15
New Brunswick Coal and Railway Co								
New Brunswick and P. E. Island	1,778			1,778	13			13
New Westminster Southern	104	648		752				
Northern New Brunswick and Seaboard		5		5	1	14		15
North Shore								
Ottawa and New York	181	265	156	602	179	395	112	686
Pere Marquette	1,007	21,652	3,245	25,901	514	398	2,886	3,798
Quebec Central					5,435	959		6,394
Quebec, Montreal and Southern	364	656	37	1,057				
Quebec Oriental					250	551		801
Quebec Railway, Light and Power Co	341	37		378	109			109
Roberval and Saguenay								
Red Mountain	31		147	178				
Rutland and Noyan						425	331	756
Salisbury and Albert								
Schomberg and Aurora	183			183				
Stanstead, Shefford and Chambly	817	2,870	391	4,078		4,117		4,117
St. Clair Tunnel								
St. Lawrence and Adirondack	176	571	3,903	4,650	320	511	2,098	2,929
St. Martins					75	30		105
Sydney and Louisburg	367	840		1,207	104	1,310		1,414
Temiscouata	916	3,458		4,374				
Temiskaming and Northern Ontario	1,076	7,018	16	8,110		36		36
Thousand Islands								
Toronto, Hamilton and Buffalo	7,653	12,748		20,401	941	5,865		6,806
Vancouver, Victoria and Eastern	5,332	31	7,290	13,153	417		437	854
Victoria Terminal Railway and Ferry Co	31	314		345		6		6
Victoria and Sidney, B.C	87	256		343	1	1		2
Wabash (in Canada)	6,025	1,141	35,542	42,708			28,377	28,377
York and Carleton								
Total	753,113	249,137	472,064	1,474,314	138,727	64,760	187,749	391,236

TABLE 12.—Summary of Freight Traffic Movement for the Year ending June 30, 1915—*Continued.*

Name of Railway.	PRODUCTS OF ANIMALS.							
	LIVE STOCK.				DRESSED MEATS.			
	Originating on this Road.	Received from other Roads in Canada.	Received from U.S. Roads.	Total freight tonnage.	Originating on this Road.	Received from other Roads in Canada.	Received from U.S. Roads.	Total freight tonnage.
Algoma Central and Hudson Bay	438	54		492	93	38		131
Algoma Eastern	574			574		12		12
Atlantic, Quebec and Western	121	32		153	12	97		109
Bedlington and Nelson								
Brandon, Saskatchewan and Hudson Bay	249			249				
British Yukon	817			817	33			33
Canada Gulf and Terminal	610	72		682	36			36
Canada Southern	29,144	5,428	45,437	80,009	4,247	1,009	109,002	114,258
Canadian Government Railways—Intercolonial	37,528	2,520		40,048	5,810	7,152		12,962
" " P. E. Island	5,244	27		5,271	2,307	18		2,325
Canadian Northern System	127,739	17,664	166	145,569	6,934	281		7,215
Canadian Pacific	476,169	71,233	15,154	562,556	58,540	8,083	65,554	132,177
Cape Breton	29			29				
Caraquet					34	100		134
Crow's Nest Southern	10			10				
Cumberland	1	64		65	2	212		214
Dominion Atlantic	3,016	213		3,229	645	26		671
Eastern British Columbia	10			10				
Elgin and Havelock	43			43	217	30		247
Essex Terminal	300	18,200		18,500				
Esquimalt and Nanaimo	748	1,553		2,301	12	2,127		2,139
Fredericton and Grand Lake Coal and Railway Co								
Grand Trunk	317,678	48,003	49,719	415,400	91,170	2,387	147,906	241,463
Grand Trunk Pacific	36,003	23	12	36,038	1,476	260	15	1,751
Hereford	188		1	189		6	5	11
Inverness Railway and Coal Co	564	13		577	19	1		20
International of New Brunswick	1,132			1,132	161			161
Kent Northern	188	10		198		20		20
Kettle Valley	101	11		112				
Klondike Mines								
London and Port Stanley		286		286				
Lotbiniere and Megantic	1	2		3				
Maine Central			20	20				
Manitoba Great Northern	99		12	111		14		14
Maritime Coal, Railway and Power Co	26	10		36	1	21		22

Massawippi Valley	1,206	109	435	1,750	240	9	4	253
Midland Railway of Manitoba	378	690	295	1,363		38		38
Moncton and Buctouche	80			80				
Montreal and Atlantic	5,714	5,858	11	11,583		22,813	32	22,845
Montreal and Province Line	703	907		1,610				
Montreal, and Vermont Junction		7,320		7,320				
Morrissey, Fernie and Michel		40		40				
Napierville Junction	870	10	192	1,072				
National Transcontinental, operated by Canadian Govt. Rys.	371			371	54			54
Nelson and Fort Sheppard	10		61	71				
New Brunswick Coal and Railway Co								
New Brunswick and P. E. Island	274			274	18			18
New Westminster Southern		12		12		113		113
Northern New Brunswick and Seaboard	8			8				
North Shore								
Ottawa and New York	2,363	117	3	2,483	7			7
Pere Marquette	12	65	65	142				
Quebec Central	7,431			7,431				
Quebec, Montreal and Southern	2,920	84		3,004	33			33
Quebec Oriental	225	120		345	300	136		436
Quebec Railway, Light and Power Co	467	91		558	257	3		260
Roberval-Saguenay	20	22		42				
Red Mountain								
Rutland and Noyan			7	7				
Salisbury and Albert	254	3		257				
Schomberg and Aurora	1,630			1,630	30			30
Stanstead, Shefford and Chambly	950	7,018		7,968				
St. Clair Tunnel								
St. Lawrence and Adirondack	643	216	18	877	3	63	312	378
St. Martins								
Sydney and Louisburg	41	670		711	82	6,540		6,622
Temiscouata	475	126		601	41	84		125
Temiskaming and Northern Ontario	1,102	933		2,035	34	809	22	865
Thousand Islands	885	34		919				
Toronto, Hamilton and Buffalo	2,242	6,527		8,769	1,065	90		1,155
Vancouver, Victoria and Eastern	362	10	1,748	2,120	817	27	613	1,457
Victoria Terminal Railway and Ferry Co	5	36		41	42	27		69
Victoria and Sidney, B.C.	28	28		56	28	43		71
Wabash (in Canada)	380	989	5,475	6,844	84		57,024	57,108
York and Carleton								
Total	1,070,819	197,453	118,831	1,387,103	174,884	52,689	380,489	608,062

TABLE 12.—SUMMARY of Freight Traffic Movement for the Year ending June 30, 1915—*Continued.*

Name of Railway.	PRODUCTS OF ANIMALS—*Continued.*							
	OTHER PACKING-HOUSE PRODUCTS.				POULTRY, GAME AND FISH.			
	Originating on this Road.	Received from other Roads in Canada.	Received from U.S. Roads.	Total freight tonnage.	Originating on this Road.	Received from other Roads in Canada.	Received from U.S. Roads.	Total freight tonnage.
Algoma Central and Hudson Bay								
Algoma Eastern								
Atlantic, Quebec and Western	7	59		66	4,994			4,994
Bedlington and Nelson								
Brandon, Saskatchewan and Hudson Bay	14			14				
British Yukon	173			173	8			8
Canada and Gulf Terminal	178	1		179	21	15		36
Canada Southern	25,675	6,713	73,810	106,198	1,239	2,568	43,082	46,889
Canadian Govt. Railways—(Intercolonial	3,227	10,148		13,375	41,229	1,636		42,865
" " " (P. E. Island)	2,107	47		2,154	3,494	73		3,567
Canadian Northern System	29,994	13,730	467	44,191	6,984	12,516	78	19,578
Canadian Pacific	33,498	5,534	51,703	90,735	32,610	15,191	1,520	49,321
Cape Breton					40			40
Caraquet	39	283		322	4,512	15		4,527
Crow's Nest Southern								
Cumberland		37		37		2		2
Dominion Atlantic	165	46	20	231	2,652	111	3	2,766
Eastern British Columbia								
Elgin and Havelock					7	13		20
Essex Terminal								
Esquimalt and Nanaimo		1,958		1,958	755	60		815
Fredericton and Grand Lake Coal and Railway Co								
Grand Trunk	24,822	310	45,762	70,894	1,429	6,112	29,426	36,967
Grand Trunk Pacific	970	253	92	1,315	3,999	291	66	4,356
Hereford	45	4	7	56		2		2
Inverness Railway and Coal Co	35	1		36	606	133		739
International of New Brunswick	59			59	36			36
Kent Northern					789			789
Kettle Valley								
Klondike Mines								
London and Port Stanley	8			8				
Lotbiniere and Megantic	8	18		26	9	6		15
Maine Central								
Manitoba Great Northern					20		108	128
Maritime Coal, Railway and Power Co		49		49		10		10

Massawippi Valley	230		14	244		143	17	160
Midland Railway of Manitoba		57		57		1,606	318	1,924
Moncton and Buctouche					777			777
Montreal and Atlantic	40	5,307	477	5,824		3,353	1,363	4,716
Montreal and Province Line					4	3		7
Montreal and Vermont Junction		60		60	3	52		55
Morrissey, Fernie & Michel								
Napierville Junction			59	59	18	121	20	159
National Transcontinental, operated by Can. Govt. Rlys	18			18	63			63
Nelson and Fort Sheppard								
New Brunswick Coal and Railway Co								
New Brunswick and P. E. Island	91			91	980			980
New Westminster Southern								
Northern New Brunswick and Seaboard						2		2
North Shore								
Ottawa and New York	2	21		23	143	41		184
Pere Marquette	86	19	356	461	74	11	308	393
Quebec Central								
Quebec, Montreal and Southern	25	77		102	54	65		119
Quebec Oriental	189	378		567		4,333		4,333
Quebec Railway, Light and Power Co	247	13		260	23			23
Roberval-Saguenay								
Red Mountain								
Rutland and Noyan			16	16		20		20
Salisbury and Albert								
Schomberg and Aurora	106			106				
Stanstead, Shefford and Chambly						64		64
St. Clair Tunnel								
St. Lawrence and Adirondack	121	77	1,229	1,427	1,346	5,352	55	6,753
St. Martins								
Sydney and Louisburg	91	1,012		1,103	186	82		268
Temiscouata	144			144	70	2		98
Temiskaming and Northern Ontario	64	297		361		57		57
Thousand Islands								
Toronto, Hamilton and Buffalo	5,670	3,068		8,738	24	2,094		2,118
Vancouver, Victoria and Eastern	110		368	478	2,831	82	185	3,098
Victoria Terminal Railway and Ferry Co	35	148		183	1	26		27
Victoria and Sidney, B.C	17	168		185	25	1		26
Wabash (in Canada)			42,509	42,509			37,962	37,962
York and Carleton	227	45		272				
Final Total	128,537	49,938	216,889	395,364	112,055	56,290	114,511	282,856

TABLE 12.—SUMMARY of Freight Traffic Movement for the Year ending June 30, 1915—*Continued.*

Name of Railway.	PRODUCTS OF ANIMALS—*Continued.*							
	WOOL.				HIDES AND LEATHER.			
	Originating on this Road.	Received from other Roads in Canada.	Received from U.S. Roads.	Total freight tonnage.	Originating on this Road.	Received from other Roads in Canada.	Received from U.S. Roads.	Total freight tonnage.
Algoma Central and Hudson Bay						2,738		2,738
Algoma Eastern								
Atlantic, Quebec and Western					19	36		55
Bedlington and Nelson								
Brandon, Saskatchewan and Hudson Bay								
British Yukon								
Canada and Gulf Terminal	12	1		13	43	1		44
Canada Southern	47	463	7,085	7,595	1,628	4,064	24,783	30,475
Canadian Govt. Railways—Intercolonial	1,914	2,243		4,157	7,154	1,718		8,872
" " " P. E. Island	89	4		93	773	16		789
Canadian Northern System					3,152	1,878	12	5,042
Canadian Pacific	3,470	6,714	492	10,676	19,718	17,404	20,513	57,635
Cape Breton	4			4	19			19
Caraquet					80			80
Crow's Nest Southern								
Cumberland					2	12		14
Dominion Atlantic					800	147		947
Eastern British Columbia								
Elgin and Havelock	1			1	33			33
Essex Terminal								
Esquimalt and Nanaimo						60		60
Fredericton & Grand Lake Coal and Railway Co								
Grand Trunk	340	483	5,915	6,738	25,111	2,917	41,807	69,835
Grand Trunk Pacific	200	2		202	756	264	1	1,021
Hereford	3	1	1	5	4		2	6
Inverness Railway and Coal Co	24			24	88	2		90
International of New Brunswick					1			1
Kent Northern								
Kettle Valley								
Klondike Mines								
London and Port Stanley	6			6				
Lotbiniere and Megantic	1	1		2	25			25
Maine Central								
Manitoba Great Northern	137			137	80	448		528
Maritime Coal, Railway and Power Co					3			3

Massawippi Valley	5	3	5	13	166	386	39	591
Midland Railway of Manitoba	32			32	199	452		651
Moncton and Buctouche								
Montreal and Atlantic		3,199		3,199	504	13,377	200	14,081
Montreal and Province Line					114	316		430
Montreal and Vermont Junction						90		90
Morrissey, Fernie and Michel								
Napierville Junction		14		14	33	223		256
National Transcontinental, operated by Canadian Govt. Rlys	1			1	8			8
Nelson and Fort Sheppard								
New Brunswick Coal and Railway Co								
New Brunswick and P. E. Island	6			6	3			3
New Westminster Southern								
Northern New Brunswick and Seaboard								
North Shore								
Ottawa and New York	2	7	8	17	48	18		66
Pere Marquette	51	31		82	6		5,769	5,775
Quebec Central								
Quebec, Montreal and Southern					11			11
Quebec Oriental								
Quebec Railway, Light and Power Co					121	135		256
Roberval-Saguenay								
Red Mountain								
Rutland and Noyan								
Salisbury and Albert								
Schomberg and Aurora								
Stanstead, Shefford and Chambly		49		49	90			90
St. Clair Tunnel								
St. Lawrence and Adirondack	1	17	11	29	131	491	626	1,248
St. Martins								
Sydney and Louisburg					15	51		66
Temiscouata	3			3	22	4		26
Temiskaming and Northern Ontario								
Thousand Islands								
Toronto, Hamilton and Buffalo	29	801		830	394	3,198		3,592
Vancouver, Victoria and Eastern	52	144		196	349		91	440
Victoria Terminal Railway and Ferry Co						5		5
Victoria and Sidney, B.C	1			1		5		5
Wabash (in Canada)			7,031	7,031			5,409	5,409
York and Carleton								
Final Total	6,431	14,177	20,548	41,156	61,703	50,456	99,252	211,411

TABLE 12.—SUMMARY of Freight Traffic Movement for the Year ending June 30, 1915—*Continued.*

Name of Railway.	PRODUCTS OF ANIMALS—*Con.*				PRODUCTS OF MINES.			
	OTHER PRODUCTS OF ANIMALS.				ANTHRACITE COAL.			
	Originating on this Road.	Received from other Roads in Canada.	Received from U.S. Roads.	Total freight tonnage.	Originating on this Road.	Received from other Roads in Canada.	Received from U.S. Roads.	Total freight tonnage.
Algoma Central and Hudson Bay	65			65			270	270
Algoma Eastern	30			30		528	412	940
Atlantic, Quebec and Western	29	34		63				
Bedlington and Nelson								
Brandon, Saskatchewan and Hudson Bay	78			78			3,468	3,468
British Yukon	225			225				
Canada and Gulf Terminal								
Canada Southern	9,186	2,612	86,979	98,777			1,101,089	1,101,089
Canadian Govt. Railways—Intercolonial	6,910	3,796		10,706	49,301	7,626		56,927
" " " P. E. Island	1,146	35		1,181	1,747			1,747
Canadian Northern System					71,849	98,754	3,801	174,404
Canadian Pacific	87,108	14,869	14,785	116,762	151,512	862,733	40,314	1,054,559
Cape Breton								
Caraquet	86	94		180		200		200
Crow's Nest Southern			67	67				
Cumberland								
Dominion Atlantic	14,653	3,744	687	19,084				
Eastern British Columbia								
Elgin and Havelock	111	16		127		32		32
Essex Terminal						1,200		1,200
Esquimalt and Nanaimo	350	514		864	45	219		264
Fredericton and Grand Lake Coal and Railway Co.								
Grand Trunk	63,126	2,311	41,506	106,943	52,781	94,913	2,139,944	2,287,638
Grand Trunk Pacific	419	1,243	84	1,746				
Hereford	831	1		832	5	211	15	231
Inverness Railway and Coal Co						23		23
International of New Brunswick	4			4	936			936
Kent Northern						1,024		1,024
Kettle Valley								
Klondike Mines								
London and Port Stanley	68			68			18,529	18,529
Lotbiniere and Megantic	91	138		229		91		91
Maine Central							20	20
Manitoba Great Northern	54	20	14	88			2,427	2,427
Maritime Coal, Railway and Power Co						24		24

Massawippi Valley	38	9	15	62			2,413	2,413
Midland Railway of Manitoba	410	150	380	940			5,398	5,398
Moncton and Buctouche								
Montreal and Atlantic	978	6,377		7,355	353	8,349	3,624	12,326
Montreal and Province Line	662	108		770		16,840	6,220	23,060
Montreal and Vermont Junction	317	7,213		7,530			15,018	15,018
Morrissey, Fernie and Michel								
Napierville Junction						34	208,567	208,601
National Transcontinental, operated by Can. Govt. Rlys	24			24				
Nelson and Fort Sheppard			12	12				
New Brunswick Coal and Railway Co								
New Brunswick and P. E. Island	15			15	1,217			1,217
New Westminster Southern								
Northern New Brunswick and Seaboard								
North Shore								
Ottawa and New York	1,548	1,078	15	2,641	1		47,719	47,720
Pere Marquette	422	173	291	886			413,425	413,425
Quebec Central						3,978		3,978
Quebec, Montreal and Southern						5,969	28,337	34,306
Quebec Oriental						175		175
Quebec Railway, Light and Power Co	113			113	406			406
Roberval-Saguenay					31			31
Red Mountain								
Rutland and Noyan			13	13			1,430	1,430
Salisbury and Albert								
Schomberg and Aurora	73			73		1,222		1,222
Stanstead, Shefford and Chambly	430	8,590		9,020		28,416	11,344	39,760
St. Clair Tunnel								
St. Lawrence and Adirondack	1,443	281	1,912	3,636		229	284,381	284,610
St. Martins								
Sydney and Louisburg	2	16		18				
Temiscouata					15			15
Temiskaming and Northern Ontario	140	195		335	605	8,642	8,556	17,803
Thousand Islands						594		594
Toronto, Hamilton and Buffalo	1,285	9,481		10,766		318,010		318,010
Vancouver, Victoria and Eastern	27	200	2,684	2,911				
Victoria Terminal Railway and Ferry Co		56		56				
Victoria and Sidney, B.C	53			53				
Wabash (in Canada)	2,367	809	22,181	25,357			340,081	340,081
York and Carleton								
Final Total	194,917	64,163	171,625	430,705	330,804	1,460,036	4,686,802	6,477,642

TABLE 12—SUMMARY of Freight Traffic Movement for the Year ending June 30, 1915—*Continued.*

Name of Railway.	PRODUCTS OF MINES—*Continued.*							
	BITUMINOUS COAL.				COKE.			
	Originating on this Road.	Received from other Roads in Canada.	Received from U.S. Roads.	Total freight tonnage.	Originating on this Road.	Received from other Roads in Canada.	Received from U.S. Roads.	Total freight tonnage.
Algoma and Hudson Bay			18,422	18,422				
Algoma Eastern			63,085	63,085	20			20
Atlantic, Quebec and Western	2,806	2,241		5,047	61			61
Bedlington and Nelson								
Brandon, Saskatchewan and Hudson Bay	21		1,765	1,786				
British Yukon	222			222				
Canada and Gulf Terminal	4	72		76				
Canada Southern			433,849	433,849	7,948	349	220,583	228,880
Canadian Govt. Railways—Intercolonial	941,022	14,534		955,556	32,505	2,327		34,832
" " " P. E. Island	11,557			11,557	235			235
Canadian Northern System	809,277	616,642	39,998	1,465,917	1,925	10,643	1,063	13,631
Canadian Pacific	1,185,874	720,966	71,141	1,977,981	143,162	123,229	8,759	275,150
Cape Breton		531		531				
Caraquet		5,463		5,463				
Crow's Nest Southern	7,361	17,293		24,654	95,355	22		95,377
Cumberland	321,972			321,972				
Dominion Atlantic	2,672	21,833		24,505				
Eastern British Columbia	64,921			64,921				
Elgin and Havelock		517		517				
Essex Terminal		12,000		12,000				
Esquimalt and Nanaimo	36,582	178		36,760				
Fredericton and Grand Lake Coal and Railway Co	86,345			86,345				
Grand Trunk	100,932	185,392	1,777,178	2,063,502	27,955	41,773	168,129	237,857
Grand Trunk Pacific	298,175	15,242	93	313,510	22			22
Hereford	678	1,467	489	2,634				
Inverness Railway and Coal Co	196,981	172		197,153				
International of New Brunswick	659			659				
Kent Northern								
Kettle Valley								
Klondike Mines								
London and Port Stanley			443,628	443,628				
Lotbiniere and Megantic								
Maine Central			46,462	46,462				
Manitoba Great Northern	13	25	6,644	6,682			26	26
Maritime Coal Railway and Power Co	207,184			207,184				

Massawippi Valley		53	1,007	1,06	64		385	449
Midland Railway of Manitoba			16,379	16,379			5,973	5,973
Moncton and Buctouche		359		359				
Montreal and Atlantic	90	10,309	269	10,668		351		351
Montreal and Province Line		4,421	399	4,820				
Montreal and Vermont Junction		491		491				
Morrissey, Fernie and Michel	481,789			481,789				
Napierville Junction		50	7,315	7,365			656	656
National Transcontinental, operated by Canadian Govt. Rys.	26,175			26,175				
Nelson and Fort Sheppard			1,317	1,317				
New Brunswick Coal and Railway Co	25,731			25,731				
New Brunswick and P. E. Island	740			740				
New Westminster Southern	72	616		688				
Northern New Brunswick and Seaboard								
North Shore	1,156			1,156				
Ottawa and New York	3		71,586	71,589			660	660
Pere Marquette			1,831,649	1,831,649	319		223	542
Quebec Central		9,281		9,281				
Quebec, Montreal and Southern	45	4,836	1,723	6,604		1,073	75	1,148
Quebec Oriental		6,931		6,931				
Quebec Railway, Light and Power Co	10,722			10,722				
Roberval-Saguenay	80	212		292				
Red Mountain			307	307				
Rutland and Noyan			758	758			350	350
Salisbury and Albert		368		368				
Schomberg and Aurora								
Stanstead, Shefford and Chambly		1,270		1,270				
St. Clair Tunnel								
St. Lawrence and Adirondack		1,893	166,903	168,796		36	17,276	17,312
St. Martins		95		95				
Sydney and Louisburg	4,310,869			4,310,869	310			310
Temiscouata	34	93		127				
Temiskaming and Northern Ontario	1,585	18,802	41,875	62,262		259	658	917
Thousand Islands		584		584		116		116
Toronto, Hamilton and Buffalo		223,980		223,980		189,379		189,379
Vancouver, Victoria and Eastern	15,934	86	4,493	20,513			62,457	62,457
Victoria Terminal Railway and Ferry Co	64	138		202				
Victoria and Sidney, B.C	50	176		226				
Wabash (in Canada)			15,737	15,737			4,550	4,550
York Carleton						166		166
Final Total	9,150,397	1,899,612	5,064,471	16,114,480	309,881	369,723	491,823	1,171,427

TABLE 12.—Summary of Freight Traffic Movement for the Year ending June 30, 1915—*Continued.*

Name of Railway.	PRODUCTS OF MINES—*Continued.*							
	ORES.				STONE, SAND AND OTHER LIKE ARTICLES.			
	Originating on this Road.	Received from other Roads in Canada.	Received from U.S. Roads.	Total freight tonnage.	Originating on this Road.	Received from other Roads in Canada.	Received from U.S. Roads.	Total freight tonnage.
Algoma and Hudson Bay	360,837			360,837	12,783	92		12,875
Algoma Eastern	598,903			598,903	55,482	740		56,222
Atlantic, Quebec and Western					1,180	74		1,254
Bedlington and Nelson								
Brandon, Saskatchewan and Hudson Bay					40			40
British Yukon	14,634			14,634	9			9
Canada and Gulf Terminal					1	121		122
Canada Southern		6,297	18,212	24,509	151,216	14,702	121,258	287,176
Canadian Govt. Railways—Intercolonial	10,894	771		11,665	218,712	1,554		220,266
" " " P. E. Island					5,380	31		5,411
Canadian Northern System	448,441	67,705	24	516,170	519,577	32,368	2,269	554,214
Canadian Pacific	840,053	62,174	30,950	933,177	1,578,765	242,495	16,842	1,838,102
Cape Breton								
Caraquet					1,005			1,005
Crow's Nest Southern					115			115
Cumberland					15	12		27
Dominion Atlantic	637	23		660	24,931	1,657	3	26,591
Eastern British Columbia								
Elgin and Havelock					901			901
Essex Terminal						3,100		3,100
Esquimalt and Nanimo		10		10	3,547	115		3,662
Fredericton and Grand Lake Coal and Railway Co								
Grand Trunk	271,863	70,046	28,399	370,308	947,611	49,252	218,814	1,215,677
Grand Trunk Pacific	91,359			91,359	25,602	952	899	27,453
Hereford								
Inverness Railway and Coal Co					107	604		711
International of New Brunswick					84			84
Kent Northern								
Kettle Valley	606	80	18,764	19,450				
Klondike Mines								
London and Port Stanley					812			812
Lotbiniere and Megantic					690			690
Maine Central			20	20			9,228	9,228
Manitoba Great Northern							119	119
Maritime Coal, Railway and Power Co						117		117

Massawippi Valley	44,358		5,665	50,023	29,059	7,544	11,567	48,170
Midland Railway of Manitoba							1,671	1,671
Moncton and Buctouche					2,045			2,045
Montreal and Atlantic		729		729	353	3,591	33,791	37,735
Montreal and Province Line	11			11	299	131		430
Montreal and Vermont Junction					295	1,178	3,397	4,870
Morrissey, Fernie and Michel								
Napierville Junction						1,100	2,555	3,655
National Transcontinental, operated by Can. Govt. Rlys					95			95
Nelson and Fort Sheppard	6,037		29	6,066			73	73
New Brunswick Coal and Railway Co								
New Brunswick and P. E. Island	818			818	36,036			36,036
New Westminster Southern					129	249		378
Northern New Brunswick and Seaboard	143			143				
North Shore								
Ottawa and New York	1	1		2	3,278	263	840	4,381
Pere Marquette		16	175	191	32,112	10,628	8,347	51,087
Quebec Central	74,287			74,287	5,044			5,044
Quebec, Montreal and Southern					14,347	3,970		18,317
Quebec Oriental						396		396
Quebec Railway, Light and Power Co	90	49		139	129,568	59		129,627
Roberval-Saguenay					125			125
Red Mountain			3,888	3,888				
Rutland and Noyan						238	7,985	8,223
Salisbury and Albert						53		53
Schomberg and Aurora								
Stanstead, Shefford and Chambly					220	2,918	3,778	6,916
St. Clair Tunnel								
St. Lawrence and Adirondack	2	251	20	273	267	2,679	1,325	4,271
St. Martins					120			120
Sydney and Louisburg	902			902	6,413			6,413
Temiscouata					2	53		55
Temiskaming and Northern Ontario	25,147	22		25,169	42,527	3,425		45,952
Thousand Islands					3,091	67		3,086
Toronto, Hamilton and Buffalo		7,320		7,320	101,398	29,458		130,856
Vancouver, Victoria and Eastern	377,790		26,758	404,548	3,414	311	754	4,479
Victoria Terminal Railway and Ferry Co					63	276		339
Victoria and Sidney, B.C		77		77	252	87		339
Wabash (in Canada)			7,923	7,923	899		19,296	20,195
York Carleton								
Final Total	3,167,813	215,571	140,827	3,524,211	3,959,944	416,660	464,811	4,841,415

TABLE 12.—SUMMARY of Freight Traffic Movment for the Year ending June 30, 1915—*Continued.*

Name of Railway.	PRODUCTS OF MINES—*Con.*				PRODUCTS OF FORESTS.			
	OTHER PRODUCTS OF MINES.				LUMBER.			
	Originating on Road.	Received from other Roads in Canada.	Received from U.S. Roads.	Total freight tonnage.	Originating on Road.	Received from other Roads in Canada.	Received from U.S. Roads.	Total freight tonnage.
Algoma Central and Hudson Bay	416			416	1,408	125		1,533
Algoma Eastern					4,417		51	4,468
Atlantic, Quebec and Western					22,158	2,433		24,591
Bedlington and Nelson								
Brandon, Saskatchewan and Hudson Bay					239		3,559	3,798
British Yukon					638			638
Canada and Gulf Terminal					10,209	114		10,323
Canada Southern	87,764	5,348	96,164	189,276	8,658	27,404	177,489	213,551
Canadian Govt. Railways—Intercolonial	35,202	3,907		39,109	622,045	44,435		666,480
" " P. E. Island	1,059	33		1,092	8,976	85		9,061
Canadian Northern System	13,622	20,426		34,048	2,450,380	232,740	19,419	2,702,539
Canadian Pacific	121,334	67,865	17,818	207,017	1,236,113	288,009	173,655	1,697,777
Cape Breton								
Caraquet		646		646	6,643	129		6,772
Crow's Nest Southern					12,157	52	688	12,897
Cumberland					18,254	2,240		20,494
Dominion Atlantic	721	121		842	59,533	3,347		62,880
Eastern British Columbia					23,346	196		23,542
Elgin and Havelock				9	5,976			5,976
Essex Terminal	10,500	12,000		22,500		3,000		3,000
Esquimalt and Nanaimo	779	364		1,143	76,393	9,738		86,133
Fredericton and Grand Lake Coal and Railway Co					6,918			6,918
Grand Trunk	70,695	36,349	79,795	186,839	607,937	147,817	279,685	1,035,439
Grand Trunk Pacific	3,993	1,276	321	5,590	99,678	38,595	4,573	142,846
Hereford		42	35	77	6,409	23	37	6,469
Inverness Railway and Coal Co	287			287	73	458		531
International of New Brunswick	3			3	15,963			15,963
Kent Northern					439			439
Kettle Valley					362	1,311	2,896	4,569
Klondike Mines								
London and Port Stanley		20		20		140	2,546	2,686
Lotbiniere and Megantic					7,782	89		7,871
Maine Central			3,469	3,469			9,848	9,848
Manitoba Great Northern					1,280	84	4,270	5,634
Maritime Coal, Railway and Power Co					611	686		1,297

Massawippi Valley	15,697	8,898	5,813	30,408	3,579	93,698	1,426	98,703
Midland Railway of Manitoba			1,062	1,062	310	1,841	13,049	15,200
Moncton and Buctouche		232		232				
Montreal and Atlantic	20	2,404	1,401	3,825	17,629	53,862	10,323	81,814
Montreal and Province Line	211	240		451	1,050	9,790		10,840
Montreal and Vermont Junction	1,840		370	2,210	375	16,570	371	17,316
Morrissey, Fernie and Michel						10,000		10,000
Napierville Junction					86	3,655	156	3,897
National Transcontinental, operated by Canadian Govt. Rys	694			694	46,717			46,717
Nelson and Fort Sheppard					6,262	37	222	6,521
New Brunswick Coal and Railway Co					8,937			8,937
New Brunswick and P. E. Island	972			972	10,634			10,634
New Westminster Southern					20,824	6,032		26,856
Northern New Brunswick and Seaboard					83	1		84
North Shore					250			250
Ottawa and New York	16	871	99	986	2,245	18,399	1,049	21,693
Pere Marquette	1,541	1,464	4,502	7,507		7,329	2,146	9,475
Quebec Central	73,557			73,557	64,385			64,385
Quebec, Montreal and Southern					5,119	21,976		27,095
Quebec Oriental					11,391	2,655		14,046
Quebec Railway, Light and Power Co	37			37	4,866	528		5,394
Roberval-Saguenay					1,931	20		1,951
Red Mountain					148		3,982	4,130
Rutland and Noyan			376	376	47	27,586	2,418	30,051
Salisbury and Albert	25,925			25,925	7,590	919		8,509
Schomberg and Aurora					894			894
Stanstead, Shefford and Chambly		127	368	495	392	19,273	345	20,010
St. Clair Tunnel								
St. Lawrence and Adirondack	127	12,062	2,424	14,613	3,616	72,941	1,202	77,759
St. Martins					10,552			10,552
Sydney and Louisburg	316	1,220		1,536	10,220	33,760		43,980
Temiscouata					127,301	3,094		130,395
Temiskaming and Northern Ontario	62	861	20	943	129,422	3,295	43	132,760
Thousand Islands						2,197		2,197
Toronto, Hamilton and Buffalo	1,763	19,958		21,721	3,128	48,179		51,307
Vancouver, Victoria and Eastern	3,010		6,537	9,547	108,214	8,569	14,433	131,216
Victoria Terminal Railway and Ferry Co					1,274	244		1,518
Victoria and Sidney, B.C					400	1,715		2,115
Wabash (in Canada)			108,880	108,880	3,973		48,153	52,126
York-Carleton					7,528	15		7,597
Final total	472,163	196,743	329,454	998,360	5,936,421	1,271,430	778,034	7,985,885

TABLE 12.—SUMMARY of Freight Traffic Movement for the Year ending June 30, 1915—*Continued.*

	PRODUCTS OF FORESTS—*Con.*				MANUFACTURES.			
	OTHER PRODUCTS OF FORESTS.				PETROLEUM AND OTHER OILS			
	Originating on Road.	Received from other Roads in Canada.	Received from U.S. Roads.	Total freight tonnage.	Originating on Road.	Received from other Roads in Canada.	Received from U.S. Roads.	Total freight tonnage.
Algoma Central and Hudson Bay	184,220	205		184,425	767			767
Algoma Eastern	25,378	8,468		33,846	120			120
Atlantic, Quebec and Western		252		252		133		133
Bedlington & Nelson								
Brandon, Saskatchewan and Hudson Bay	302	39	22	363				
British Yukon	452			452	142			142
Canada and Gulf Terminal	6,712	23		6,735	9	141		150
Canada Southern	7,499	23,837	50,832	82,168	14,861	4,699	41,316	60,876
Canadian Govt. Railways Intercolonial	441,792	12,421		454,213	26,682	21,425		48,107
" " P. E. Island	4,443	11		4,454	3,634	96		3,730
Canadian Northern System	279,714	310,879	224	590,817	42,716	22,578	8,417	73,711
Canadian Pacific	1,235,949	341,654	37,813	1,615,416	110,678	118,467	35,909	265,054
Cape Breton	224	608		832				
Caraquet	545	15		560	259	477		736
Crow's Nest Southern							346	346
Cumberland	80	12		92		112		112
Dominion Atlantic	4,620	24		4,644	2,315	1,082	5	3,402
Eastern British Columbia	2,039			2,039				
Elgin and Havelock	49	27		76		37		37
Essex Terminal	300	1,000		1,300		1,400		1400
Esquimalt and Nanaimo	56,856	1,054		57,910	4,761	5,271		10,032
Fredericton and Grand Lake, Coal and Railway Co								
Grand Trunk	503,142	676,824	30,603	1,210,569	131,831	6,583	129,089	267,503
Grand Trunk Pacific	462	395		857	16,370	1,386	725	18,481
Hereford	52,672			52,672	65	45	169	279
Inverness Railway and Coal Co	5,289			5,289	45	248		293
International of New Brunswick	21,656			21,656	73			73
Kent Northern	354			354		120		120
Kettle Valley	996		6,241	7,237		24		24
Klondiko Mines								
London and Port Stanley	188	230		418	174			174
Lotbiniere and Megantic	9,460	545		10,005	6	125		131
Maine Central			62,675	62,675			253	253
Manitoba Great Northern	1,979			1,979			67	67
Maritime Coal, Railway and Power Co						168		168

Massawippi Valley	15,854	136,691	10,504	163,049		4,349	180	4,529
Midland Railway of Manitoba			134	134			9,863	9,863
Moncton and Buctouche	11,270			11,270				
Montreal and Atlantic	21,877	36,383	8,984	67,244	280	13,600	652	14,532
Montreal and Province Line		638		638		370		370
Montreal and Vermont Junction		5,418		5,418				
Morrissey, Fernie and Michel		20		20		35		35
Napierville Junction		97,151		97,151		29	5,770	5,799
National Transcontinental, operated by Canadian Govt. Rys.	15,682			15,682	290			290
Nelson and Fort Sheppard	87			87			442	442
New Brunswick Coal and Railway Co	964			964				
New Brunswick and P. E. Island	2,049			2,049	197			197
New Westminster Southern	90	830		920				
Northern New Brunswick and Seaboard	838	2		840		2		2
North Shore								
Ottawa and New York	1,934	30,622	3,323	35,879	247	121	1,026	1,394
Pere Marquette	1,781	939	3,538	6,312	112	578	7,337	8,027
Quebec Central	384,112			384,112		5,402		5,402
Quebec, Montreal and Southern	2,158	108,327		110,485		1,862	43	1,905
Quebec Central	300	528		828	25	381		406
Quebec Railway, Light and Power Co	26,678			26,678	196	127		323
Roberval-Saguenay	105,245	1,760		107,005				
Red Mountain	403		3,247	3,650				
Rutland and Noyan		122,487	841	123,328			599	599
Salisbury and Albert					162	69		231
Schomberg and Aurora						41		41
Stanstead, Shefford and Chambly	980	2,909		3,889		176		176
St. Clair Tunnel								
St. Lawrence and Adirondack	2,210	20,549	5,035	27,794	789	334	6,459	7,582
St. Martins	320			320				
Sydney and Louisburg	406	864		1,270	612	2,842		3,454
Temiscouata					94	309		402
Temiskaming and Northern Ontario	231,809	364		232,173	153	2,591		2,744
Thousand Islands								
Toronto, Hamilton and Buffalo	587	22,464		23,051	126	15,006		15,132
Vancouver, Victoria and Eastern	5,970	99	307	6,376	556	319	5,210	6,085
Victoria Terminal Railway and Ferry Co	59	4,283		4,342	171	458		629
Victoria and Sidney, B.C	4,670	886		5,556	298	140		438
Wabash (in Canada)	150	559	7,142	7,851			20,764	20,764
Final total	3,785,855	1,973,350	231,465	5,990,670	359,815	233,758	274,641	868,214

TABLE 12.—SUMMARY of Freight Traffic Movement for the Year ending June 30, 1915—*Continued.*

Name of Railway.	MANUFACTURES—*Continued.*							
	SUGAR.				NAVAL STORES.			
	Originating on Road.	Received from other Roads in Canada.	Received from U.S. Roads.	Total freight tonnage.	Originating on Road.	Received from other Roads in Canada.	Received from U.S. Roads.	Total freight tonnage.
Algoma Central and Hudson Bay	80			80	50			50
Algoma Eastern					11			11
Atlantic, Quebec and Western		480		480				
Bedlington and Nelson								
Brandon, Saskatchewan and Hudson Bay			86	86				
British Yukon	208			208				
Canada and Gulf Terminal	28	409		437				
Canada Southern	2,602	988	55,619	59,209	118	32	131	281
Canadian Govt. Railways—Intercolonial	58,637	6,439		65,076	2,509	8,980		11,489
" " P. E. Island	1,208	267		1,475	20	6		26
Canadian Northern System	14,231	8,817	386	23,434				
Canadian Pacific	127,888	41,704	936	170,528	2,960	763	198	3,921
Cape Breton								
Caraquet		302		302				
Crow's Nest Southern								
Cumberland		182		182				
Dominion Atlantic	1,355	576		1,931				
Eastern British Columbia								
Elgin and Havelock		15		15				
Essex Terminal		30		30				
Esquimalt and Nanaimo	26	2,836		2,862	629	945		1,574
Fredricton and Grand Lake, Coal and Railway Co								
Grand Trunk	23,333	19,703	143,682	186,618			2,978	2,978
Grand Trunk Pacific	3,796	2,232	102	6,130				
Hereford	49	21	12	82		1		1
Inverness Railway and Coal Co	5	40		45				
International of New Brunswick	7			7				
Kent Northern		100		100				
Kettle Valley		16		16				
Klondike Mines								
London and Port Stanley	848	320		1,168		17		17
Lotbiniere and Megantic								
Maine Central								
Manitoba Great Northern								
Maritime Coal, Railway and Power Co	4	49		53				

Massawippi Valley		123	355	478				
Midland, of Manitoba			232	232		10	179	189
Moncton and Buctouche								
Montreal and Atlantic	181	10,965	823	11,969		200		200
Montreal and Province Line		148		148				
Montreal and Vermont Junction			26,918	26,918				
Morrissey, Fernie and Michel								
Napierville Junction		20		20				
National Transcontinental, operated by Canadian Govt. Rys	673			673				
Nelson and Fort Sheppard			12	12				
New Brunswick Coal and Railway Co								
New Brunswick and P. E. Island	5			5	1			1
New Westminster Southern								
Northern New Brunswick and Seaboard		1		1				
North Shore								
Ottawa and New York	47	50		97		98	6	104
Pere Marquette	2,670	1,415	28,914	32,999		50	425	475
Quebec Central		3,928		3,928				
Quebec, Montreal and Southern	12	160		172				
Quebec Oriental		168		168				
Quebec Railway, Light and Power Co	211			211				
Roberval-Saguenay								
Red Mountain								
Rutland and Noyan							149	149
Salisbury and Albert		61		61				
Schomberg and Aurora								
Stanstead, Shefford and Chambly		520	26,520	27,040				
St. Clair Tunnel								
St. Lawrence and Adirondack	26	85	47,455	47,566	60	108	2,230	2,398
St. Martins								
Sydney and Louisburg	31	812		843				
Temiscouata	52	59		111				
Temiskaming and Northern Ontario		403		403				
Thousand Islands								
Toronto, Hamilton and Buffalo	291	3,539		3,830	13	29		42
Vancouver, Victoria and Eastern	28	206	229	463	665		1,710	2,375
Victoria Terminal Railway and Ferry Co	37	3		40				
Victoria and Sydney, B.C		44		44				
Wabash (in Canada)			28,728	28,728			2,680	2,680
York Carleton								
Final total	238,469	108,236	361,009	707,714	7,030	11,239	10,686	28,961

TABLE 12.—SUMMARY of Freight Traffic Movement for the Year ending June 30, 1915—*Continued.*

Name of Railway.	MANUFACTURES—*Continued.*							
	IRON, PIG AND BLOOM.				IRON AND STEEL RAILS.			
	Originating on Road.	Received from other Roads in Canada.	Received from U.S. Roads.	Total freight tonnage.	Originating on Road	Received from other Roads in Canada.	Received from U.S. Roads.	Total freight tonnage.
Algoma Central and Hudson Bay	319			319	12,593			12,593
Algoma Eastern		28		28	166			166
Atlantic Quebec and Western						1,516		1,516
Bedlington and Nelson								
Brandon, Saskatchewan and Hudson Bay								
British Yukon	202			202	45			45
Canada and Gulf Terminal						15		15
Canada Southern	2,462	1,938	26,217	30,617	936	89	4,714	5,739
Canadian Government Railways—Intercolonial	76,311	7,396		83,707	53,700	3,885		57,585
" " P. E. Island	162	58		220	498	4		502
Canadian Northern System	5,453	4,703	542	10,698	33,017	23,908	371	57,296
Canadian Pacific	44,507	38,257	14,162	96,926	39,530	48,723	43,369	131,622
Cape Breton								
Caraquet		656		656				
Crow's Nest Southern							59	59
Cumberland		17		17		12		12
Dominion Atlantic	232	167		399	47	106	2	155
Eastern British Columbia								
Elgin and Havelock					6	3		9
Essex Terminal		59,679		59,679		4,000		4,000
Esquimalt and Nanaimo		280		280	125	167		292
Fredericton Grand Lake Coal and Railway Co								
Grand Trunk	105,042	16,040	13,246	134,328	55,365	16,328	62,080	133,773
Grand Trunk Pacific	1,238	290	30	1,558	19,391	65	23	19,479
Hereford		15		15		1	28	29
Inverness Railway and Coal Co		15		15				
International of New Brunswick	19			19	3			3
Kent Northern		64		64				
Kettle Valley		39		39				
Klondike Mines								
London and Port Stanley		3,426	7,892	11,318	9	21		30
Lotbiniere and Megantic								
Maine Central			279	279				
Manitoba Great Northern			28	28			62	62
Maritime Coal, Railway and Power Co						5		5

Massawippi Valley	20	84	125	229	395	37	207	639
Midland of Manitoba							218	218
Moncton and Buctouche					30			30
Montreal and Atlantic	35	2,709		2,744	112	7,418		7,530
Montreal and Province Line					1,186			1,186
Montreal and Vermont Junction								
Morrissey, Fernie and Michel							140	140
Napierville Junction		40	2,077	2,117				
National Transcontinental, operated by Canadian Govt. Rys.	3			3	2			2
Nelson and Fort Sheppard							24	24
New Brunswick Coal and Railway Co								
New Brunswick and P. E. Island	21			21	12			12
New Westminster Southern					269	395		664
Northern New Brunswick and Seaboard								
North Shore								
Ottawa and New York	71	314	307	692	62			62
Pere Marquette		273	6,269	6,542		21	770	791
Quebec Central		3,437		3,437		1,473		1,473
Quebec, Montreal and Southern	257	969	28	1,254		16		16
Quebec Oriental						1,796		1,796
Quebec Railway, Light and Power Co	232	31		263	185	17		202
Roberval-Saguenay	276	48		324	171	110		281
Red Mountain								
Rutland and Noyan							49	49
Salisbury and Albert		85		85				
Schomberg and Aurora		35		35				
Stanstead, Shefford and Chambly						125		125
St. Clair Tunnel								
St. Lawrence and Adirondack	73	6	603	682			6	6
St. Martins								
Sydney and Louisburg	10,832	110		10,942				
Temiscouata		2		2	6	25		31
Temiskaming and Northern Ontario	50	226		276	1,029	513	261	1,803
Thousand Islands								
Toronto, Hamilton and Buffalo	4,092	10,915		15,007	1,135	6,042		7,177
Vancouver, Victoria and Eastern			22	22	373	47	201	621
Victoria Terminal Railway and Ferry Co					106	88		194
Victoria and Sydney, B.C						194		194
Wabash (in Canada)			12,128	12,128			511	511
York Carleton								
Final total	251,909	152,353	83,955	488,216	220,504	117,165	113,095	450,764

TABLE 12.—SUMMARY of Freight Traffic Movement for the Year ending June 30, 1915—*Continued.*

Name of Railway.	MANUFACTURES—*Continued.*							
	OTHER CASTINGS AND MACHINERY.				BAR AND SHEET METAL.			
	Originating on Road.	Received from other Roads in Canada.	Received from U.S. Roads.	Total freight tonnage.	Originating on Road.	Received from other Roads in Canada.	Received from U.S. Roads.	Total freight tonnage.
Algoma Central and Hudson Bay	425			425	154			154
Algoma Eastern	674			674	65			65
Atlantic, Quebec and Western	25	2,822		2,847				
Bedlington and Nelson								
Brandon, Saskatchewan and Hudson Bay	232		576	808				
British Yukon	422			422				
Canada and Gulf Terminal	17	158		175	1	3		4
Canada Southern	36,830	4,319	95,549	136,698	6,041	2,060	153,533	161,63
Canadian Government Railways—Intercolonial	34,086	31,240		65,326	43,000	2,404		45,40
" " P. E. Island	1,136	223		1,359	47	9		56
Canadian Northern	29,444	7,636	2,365	39,446	26,548	9,006	1,661	37,215
Canadian Pacific	131,376	96,443	16,325	244,144	22,561	79,966	13,680	116,207
Cape Breton								
Caraquet		2,526		2,526				
Crow's Nest Southern			157	157				
Cumberland	2	513		515		21		21
Dominion Atlantic	1,233	2,839	23	4,094	335	92	1	428
Eastern British Columbia	4	15		19				
Elgin and Havelock	17	5		22				
Essex Terminal	1,200	200		1,400				
Esquimalt and Nanaimo	456	877		1,333	515	98		613
Fredericton and Grand Lake Coal and Railway Co.								
Grand Trunk	71,382	7,202	54,809	133,393	50,666	6,727	60,117	117,510
Grand Trunk Pacific	11,713	4,755	1,051	17,519	2,622	1,333	884	4,839
Hereford	14	18	591	623		81	54	135
Inverness Railway and Coal Co.	59	211		270		37		37
International of New Brunswick	939			939				
Kent Northern		49		49		257		257
Kettle Valley		23	30	53				
Klondike Mines								
London and Port Stanley		10,352	12,792	23,144				
Lotbiniere and Megantic	140	318		458				
Maine Central			538	538			19	19
Manitoba Great Northern	36	12	328	376	23	5	45	73
Maritime Coal, Railway and Power Co.	26	137		163		38		38

Massawippi Valley	261	126	1,040	1,427	2	23	754	779
Midland of Manitoba	419	85	5,420	5,924			2,398	2,398
Moncton and Buctouche		63		63				
Montreal and Atlantic	582	5,522	3,095	9,199	17	760		777
Montreal and Province Line								
Montreal and Vermont Junction								
Morrissey, Fernie and Michel		40		40				
Napierville Junction	12	84	1,311	1,407		695	11,489	12,184
National Transcontinental, operated by Canadian Govt. Rys	599			599	70			70
Nelson and Fort Sheppard	167		93	260			26	26
New Brunswick Coal and Railway Co								
New Brunswick and P. E. Island	67			67	21			21
New Westminster Southern	278	27		305	45			45
Northern New Brunswick and Seaboard								
North Shore								
Ottawa and New York	370	280	289	939	35	470	3,754	4,259
Pere Marquette		2,667	26,555	29,222	141	49	1,780	1,970
Quebec Central		2,946		2,946		4,910		4,910
Quebec, Montreal and Southern	498	1,538		2,036	55	2,273		2,328
Quebec Oriental	19	3,097		3,116				
Quebec Railway, Light and Power Co	582	1,008		1,590	36	7		43
Roberval-Saguenay	66	32		98				
Red Mountain			39	39				
Rutland and Noyan		13	158	171				
Salisbury and Albert		108		108				
Schomberg and Aurora								
Stanstead, Shefford and Chambly								
St. Clair Tunnel								
St. Lawrence and Adirondack	288	579	3,121	3,988	422	1,094	6,445	7,961
St. Martins		105		105				
Sydney and Louisburg	28,789	4,812		33,601	700	65		765
Temiscouata	117	143		260	54	98		152
Temiskaming and Northern Ontario	1,261	9,815	1,840	12,916	297	204	111	612
Thousand Islands	710	92		802	83	3,460		3,543
Toronto, Hamilton and Buffalo	27,441	40,475		67,916	5,188	61,096		66,284
Vancouver, Victoria and Eastern	1,331		6,733	8,064	841		2,977	3,818
Victoria Terminal Railway and Ferry Co	32	254		286	152	70		222
Victoria and Sydney, B.C	2	284		286		186		186
Wabash (in Canada)	494		22,874	23,368	1,612		34,779	36,391
York Carleton					38	659		697
Final total	386,272	247,089	257,702	891,063	162,387	178,256	294,507	635,150

TABLE 12.—SUMMARY of Freight Traffic Movement for the Year ending June 30, 1915—*Continued.*

Name of Railway.	MANUFACTURES—*Continued.*							
	CEMENT, BRICK AND LIME.				AGRICULTURAL IMPLEMENTS.			
	Originating on Road.	Received from other Roads in Canada.	Received from U.S. Roads.	Total freight tonnage.	Originating on Road.	Received from other Roads in Canada.	Received from U.S. Roads.	Total freight tonnage.
Algoma Central and Hudson Bay	1,309			1,309				
Algoma Eastern	2,382	835		3,217				
Atlantic, Quebec and Western		4,303		4,303	49	93		142
Bedlington and Nelson								
Brandon, Saskatchewan and Hudson Bay			15	15	30		84	114
British Yukon	35			35				
Canada and Gulf Terminal	105	556		661	5	172		177
Canada Southern	26,243	18,175	90,588	135,006	2,680	8,148	17,147	27,975
Canadian Government Railways—Intercolonial	106,717	17,159		123,876	10,120	4,403		14,523
" " P. W. Island	1,547	411		1,958	1,190	39		1,229
Canadian Northern System	229,660	41,977	4,144	275,781	22,404	7,076	1,456	30,936
Canadian Pacific	665,701	175,991	17,500	859,192	53,968	32,513	7,688	94,169
Cape Breton		1,069		1,069		3		3
Caraquet		4,377		4,377				
Crow's Nest Southern			286	286				
Cumberland		212		212	1	12		13
Dominion Atlantic	4,542	1,973		6,515	225	178		403
Eastern British Columbia	15	35		50				
Elgin and Havelock						11		11
Essex Terminal	1,000	4,000		5,000				
Esquimalt and Nanamio	3,575	637		4,212	616	76		692
Fredericton and Grand Lake Coal and Railway Co								
Grand Trunk	552,159	63,241	84,178	699,578	41,208	291	15,592	57,091
Grand Trunk Pacific	31,439	501	384	32,324	6,526	1,570	474	8,570
Hereford	10,810	210	4	11,024		33	17	50
Inverness Railway and Coal Co	41	175		216	4	27		31
International of New Brunswick	83			83	88			88
Kent Northern		118		118		13		13
Kettle Valley		170		170			40	40
Klondike Mines								
London and Port Stanley		1,998	11,744	13,742	118			118
Lotbiniere and Megantic	33	266		299	49	118		167
Maine Central			4,671	4,671				
Manitoba Great Northern		30	260	290		55	201	256
Maritime Coal, Railway and Power Co	3	106		109		10		10

Massawippi Valley	1,168	1,255	1,027	3,450	54	3	25	82
Midland Railway of Manitoba	202		3,982	4,184	67	10	2,212	2,289
Moncton and Buctouche								
Montreal and Atlantic	357	3,327	724	4,408	89	1,096	642	1,827
Montreal and Province Line		5,670		5,670				
Montreal and Vermont Junction						1,860		1,860
Morrissey, Fernie and Michel		100		100				
Napierville Junction		363	1,350	1,713			94	94
National Transcontinental, operated by Canadian Govt. Rys.	677			677	13			13
Nelson and Fort Sheppard		15	256	271				
New Brunswick Coal and Railway Co								
New Brunswick and P. E. Island	54			54	18			18
New Westminster Southern	2,726	2,655		5,381	45			45
Northern New Brunswick and Seaboard								
North Shore								
Ottawa and New York	12,212	1,540	1,515	15,267	7	28		35
Pere Marquette	998	14,537	2,703	18,238	364	78	2,791	3,233
Quebec Central	16,094			16,094		6,875		6,875
Quebec, Montreal and Southern	233	7,914		8,147		14		14
Quebec Oriental	553	5,381		5,934		98		98
Quebec Railway, Light and Power Co	17,429	910		18,339	104			104
Roberval-Saguenay	117	92		209				
Red Mountain			728	728				
Rutland and Noyan			384	384				
Salisbury and Albert	44	161		205		8		8
Schomberg and Aurora		1,270		1,270		15		15
Stanstead, Shefford and Chambly	142	2,798		2,940		1,142		1,142
St. Clair Tunnel								
St. Lawrence and Adirondack	299	2,394	5,172	7,865		6	127	133
St. Martins		50		50				
Sydney and Louisburg	906	5,160		6,066	1	1		2
Temiscouata	139	533		672	38	64		102
Temiskaming and Northern Ontario	1,245	15,317	278	16,840	15	87		102
Thousand Islands		661		661				
Toronto, Hamilton and Buffalo	8,682	46,363		55,045	19,233	1,964		21,197
Vancouver, Victoria and Eastern	3,266	2,701	2,782	8,749	107		46	153
Victoria Terminal Railway and Ferry Co	185	544		729	13			13
Victoria and Sidney, B.C	51	584		635		65		65
Wabash (in Canada)			18,567	18,567			9,196	9,196
York Carleton								
Final Total	1,705,178	460,820	253,242	2,419,240	159,404	68,255	57,832	285,491

TABLE 12.—SUMMARY of Freight Traffic Movement for the Year ending June 30, 1915—*Continued.*

Name of Railway.	MANUFACTURES—*Continued.*							
	WAGONS, CARRIAGES, TOOLS, ETC.				WINES, LIQUORS, AND BEERS.			
	Originating on Road.	Received from other Roads in Canada.	Received from U.S. Roads.	Total freight tonnage.	Originating on Road.	Received from other Roads in Canada.	Received from U.S. Roads.	Total freight tonnage.
Algoma Central and Hudson Bay	111			111	704			704
Algoma Eastern	12			12				
Atlantic, Quebec and Western		83		83	5	16		21
Bedlington and Nelson								
Brandon, Saskatchewan and Hudson Bay			83	83	10		13	23
British Yukon	15			15	439			439
Canada and Gulf Terminal	5	10		15	2	66		68
Canada Southern	79,746	4,493	42,983	127,222	4,371	1,145	14,789	20,305
Canadian Government Railways—Intercolonial	1,988	6,873		8,861	6,413	3,909		10,322
" " P. E. Island	353	17		370	187	213		400
Canadian Northern System	14,306	6,991	757	22,054	13,966	13,396	1,270	28,632
Canadian Pacific	24,461	23,369	2,220	50,050	55,851	20,437	6,776	83,064
Cape Breton								
Caraquet								
Crow's Nest Southern					13		42	55
Cumberland		2		2		182		182
Dominion Atlantic	156	211		367	92	23		115
Eastern British Columbia								
Elgin and Havelock		1		1				
Essex Terminal	300			300	200			200
Esquimalt and Nanaimo	108	485		593	626	364		990
Fredericton and Grand Lake Coal and Railway Co								
Grand Trunk	39,915	6,053	28,109	74,077	40,113	9	17,404	57,526
Grand Trunk Pacific	907	3,477	383	4,767	2,543	1,373	211	4,127
Hereford	1	12	3	16	103	79	19	201
Inverness Railway and Coal Co	3	26		29	1	11		42
International of New Brunswick	449			449	22			22
Kent Northern		100		100		20		20
Kettle Valley								
Klondike Mines								
London and Port Stanley					4			4
Lotbiniere and Megantic	117	87		204	41	11		52
Maine Central							21	21
Manitoba Great Northern	5		78	83	18			18
Maritime Coal, Railway and Power Co	1	17		18		25		25

Massawippi Valley	157	126	7	290	178	100	98	376
Midland Railway of Manitoba	21		1,683	1,704		20	422	442
Moncton and Buctouche								
Montreal and Atlantic	78	1,747		1,825	136	2,740		2,876
Montreal and Province Line						321		321
Montreal and Vermont Junction						101		101
Morrissey, Fernie and Michel								
Napierville Junction		7	10	17				
National Transcontinental, operated by Canadian Govt. Ry.	11			11	133			133
Nelson and Fort Sheppard							15	15
New Brunswick Coal and Railway Co								
New Brunswick and P. E. Island	33			33	8			8
New Westminster Southern	5			5				
Northern New Brunswick and Seaboard	12			12				
North Shore								
Ottawa and New York	46	74	15	135	3,569	135		3,704
Pere Marquette	399	34	3,295	3,728	75	70	386	531
Quebec Central		1,964		1,964	3,683	1,474		5,157
Quebec, Montreal and Southern	79	59		138	23	361		384
Quebec Oriental		115		115				
Quebec Railway, Light and Power Co	11	2		13	353			353
Roberval-Saguenay					29			29
Red Mountain			7	7			110	110
Rutland and Noyan								
Salisbury and Albert		18		18				
Schomberg and Aurora								
Stanstead, Shefford and Chambly						198		198
St. Clair Tunnel								
St. Lawrence and Adirondack	100	95	221	416	1,058	320	460	1,838
St. Martins		4		4				
Sydney and Louisburg	8	16		24	402	1,512		1,914
Temiscouata	38	97		135	158	274		432
Temiskaming and Northern Ontario	125	90		215	135	2,301	45	2,481
Thousand Islands								
Toronto, Hamilton and Buffalo	4,767	2,494		7,261	500	1,078		1,578
Vancouver, Victoria and Eastern	103		457	560	173	12	330	515
Victoria Terminal Railway and Ferry Co	12	96		108	65	18		83
Victoria and Sidney, B.C	3	92		95		78		78
Wabash (in Canada)	10,777	25	20,232	31,034			16,709	16,709
York Carleton								
Final Total	179,744	59,462	100,543	339,749	136,402	52,422	59,120	247,944

TABLE 12.—SUMMARY of Freight Traffic Movement for the Year ending June 30, 1915—*Continued.*

Name of Railway.	MANUFACTURES—*Continued.*							
	HOUSEHOLD GOODS AND FURNITURE.				OTHER MANUFACTURES.			
	Originating on Road.	Received from other Roads in Canada.	Received from U.S. Roads.	Total freight tonnage.	Originating on Road.	Received from other Roads in Canada.	Received from U.S. Roads.	Total freight tonnage.
Algoma Central and Hudson Bay	238			238	1,670			1,670
Algoma Eastern	100	10		110	2,110	43	175	2,328
Atlantic, Quebec and Western		130		130	50	154		204
Bedlington and Nelson								
Brandon, Saskatchewan and Hudson Bay	18		54	72	22	12	593	627
British Yukon	22			22	723			723
Canada and Gulf Terminal	60	118		178	2	140		142
Canada Southern	6,645	2,418	33,429	42,492	145,502	73,546	808,584	1,027,632
Canadian Government Railways—Intercolonial	9,650	3,680		13,330	258,878	78,971		337,849
" " " P.E. Island	807	77		884	8,695	3,188		11,883
Canadian Northern System	1,734	7,812	2,103	11,649	67,585	61,270	14,868	143,723
Canadian Pacific	73,816	16,196	5,025	95,037	673,217	351,267	148,540	1,173,024
Cape Breton								
Caraquet	11	226		237	63	3,074		3,137
Crow's Nest Southern			28	28	37		173	210
Cumberland	8	212		220	86	310		396
Dominion Atlantic	1,547	428	37	2,012	4,358	6,253	190	10,801
Eastern British Columbia								
Elgin and Havelock	47	53		100	57	158	2	217
Essex Terminal	100			100	24,000			24,000
Esquimalt and Nanaimo	769	267		1,036	8,527	4,116		12,643
Fredericton and Grand Lake Coal and Railway Co.					945	1,586		2,531
Grand Trunk	43,982	2,158	19,775	65,915	462,524	236,393	498,469	1,197,386
Grand Trunk Pacific	9,052	4,825	744	14,621	10,081	5,217	199	15,497
Hereford	95	58	23	176	1,443	278	253	1,974
Inverness Railway and Coal Co	22	30		52				
International of New Brunswick	342			342	1,474			1,474
Kent Northern		50		50		100		100
Kettle Valley		11		11		86		86
London and Port Stanley		30		30	126			126
Lotbiniere and Megantic	193	42		235	218	136		354
Maine Central							84,428	84,428
Manitoba Great Northern	10		37	47	79	26	407	512
Maritime Coal, Railway and Power Co	48	55		103				
Massawippi Valley	251	552	97	900	13,168	10,843	1,340	25,351

Midland Railway of Manitoba	159	40	1,094	1,293	602		6,905	7,507
Moncton and Buctouche		15		15		299		299
Montreal and Atlantic	1,012	1,445		2,457	2,199	18,834	135,634	156,667
Montreal and Province Line								
Montreal and Vermont Junction		1,875	1,141	3,016				
Morrissey, Fernie and Michel								
Napierville Junction	26	54	12	92	24	26,911	4,836	31,771
National Transcontinental, operated by Canadian Govt. Rys.	92			92	1,583			1,583
Nelson and Fort Sheppard			55	55	31		140	171
New Brunswick Coal and Railway Co					742	1,483		2,225
New Brunswick and P. E. Island	68			68	1,012			1,012
New Westminster Southern	10	20		30	158	110		268
Northern New Brunswick and Seaboard	11	1		12	1	2		3
North Shore								
Ottawa and New York	356	244	53	653	27,198	55,157	4,858	87,213
Pere Marquette	531	157	913	1,601				
Quebec Central	3,069	5,893		8,962	58,836	10,803		69,639
Quebec, Montreal and Southern	178	80		258	1,249	2,183		3,432
Quebec Oriental		150		150				
Quebec Railway, Light and Power Co	283	93		376	6,247	882		7,129
Roberval-Saguenay	117			117	47,680	24,967		72,647
Red Mountain	10			10			69	69
Rutland and Noyan		30	16	46		211	632	843
Salisbury and Albert	22	27		49	78	760		838
Schomberg and Aurora								
Stanstead, Shefford and Chambly	201	40	1,131	1,372				
St. Clair Tunnel								
St. Lawrence and Adirondack	739	305	352	1,411	6,790	20,610	16,874	44,274
St. Martins		22		22		50		50
Sydney and Louisburg	86	1,412		1,498	1,862	6,915		8,777
Temiscouata	222	134		356				
Temiskaming and Northern Ontario	365	130		495	673	5,559	70	6,302
Thousand Islands		10		10	6,881	6,729		13,610
Toronto, Hamilton and Buffalo	869	1,477		2,346	28,332	87,762		116,094
Vancouver, Victoria and Eastern	299	10	572	881	1,906	18	4,549	6,473
Victoria Terminal Railway and Ferry Co	43	81		124	136	540		676
Victoria and Sidney, B.C	25	109		134	52	756		808
Wabash (in Canada)	97	52	16,959	17,108	3,898		203,085	206,983
York Carleton								
Final Total	158,457	53,389	83,650	295,496	1,883,810	1,108,708	1,935,873	4,928,391

TABLE 12.—SUMMARY of Freight Traffic Movement for the Year ending June 30, 1915—*Continued.*

Name of Railway.	MERCHANDISE.				MISCELLANEOUS.			
					OTHER COMMODITIES.			
	Originating on Road.	Received from other Roads in Canada.	Received from U.S. Roads.	Total freight tonnage.	Originating on Road.	Received from other Roads in Canada.	Received from U.S. Roads.	Total freight tonnage.
Algoma Central and Hudson Bay	5,493			5,493	738	343		1,081
Algoma Eastern	5,462	420	120	6,002	1,524	15		1,539
Atlantic, Quebec and Western	376	3,827		4,203	230	5,210		5,440
Bedlington and Nelson			4	4				
Brandon, Saskatchewan and Hudson Bay	1,554	28	176	1,758	389		48	437
British Yukon	7,154			7,154	1,844			1,844
Canada and Gulf Terminal	373	278		651				
Canada Southern					11,462	6,686	77,369	95,517
Canadian Government Railways—Intercolonial	112,881	68,709		181,590	102,212	79,230		181,442
" " P. E. Island	9,772	1,539		11,311	1,948	160		2,108
Canadian Northern System	960,833	138,592	16,318	1,115,743	234,090	61,562	13,475	309,127
Canadian Pacific	1,210,854	291,820	105,985	1,608,659	149,374	48,081	10,604	208,059
Cape Breton					1,330	859		2,189
Caraquet	6,602			6,602				
Crow's Nest Southern	1,066	26	376	1,468	67	140	21	228
Cumberland	10	312		322	154	279		433
Dominion Atlantic	1,935	4,368	4,364	10,667	20,373	6,131	251	26,755
Eastern British Columbia	98	618		716	10	88		98
Elgin and Havelock					31	108	3	142
Essex Terminal					2,100	2,850		4,950
Esquimalt and Nanaimo	16,989	14,757		31,746	677	496		1,173
Fredericton Grand Lake Coal and Railway Co								
Grand Trunk	597,060	134,886	498,356	1,230,302	543,943	159,924	405,558	1,109,425
Grand Trunk Pacific	51,070	8,494	186	59,750	37,898	11,697	1,055	50,650
Hereford	1,585	976	359	2,920	26		43	69
Inverness Railway and Coal Co	90	928		1,018	446	1,214		1,660
International of New Brunswick	485			485	3,682			3,682
Kent Northern		450		450	100	845		945
Kettle Valley	873	110	34	1,017				
London and Port Stanley	46,961	16,822		63,783	102	352		454
Lotbiniere and Megantic					279	301		580
Maine Central			3,735	3,735			329	329
Manitoba, Great Northern	518	136	178	832	239	55	358	652
Maritime Coal, Railway and Power Co					97	722		819
Mussawippi Valley	3,010	6,244	9,866	19,120	5,484	1,698	13,736	20,918

Midland Railway of Manitoba	598	29	6,109	6,736	640	156	1,690	2,486
Moncton and Buctouche	1,120	3,289		4,409				
Montreal and Atlantic	12,619	84,521	64,026	161,166	244	1,074	20	1,338
Montreal and Province Line	3,563	9,170	258	12,991	1,130	2,590	130	3,850
Montreal and Vermont Junction	4,530	30,010	19,748	54,288	317	24,680	15,416	40,413
Morrissey, Fernie and Michel		100	75	175		948		948
Napierville Junction	146	949	1,962	3,057	13	3,578	7,976	11,567
National Transcontinental, operated by Canadian Govt. Rys	4,298			4,298	10,002			10,002
Nelson and Fort Sheppard	1,580	64	672	2,316	43		10	53
New Brunswick Coal and Railway Co								
New Brunswick and P. E. Island	1,142			1,142	2,700			2,700
New Westminstsr Southern	1,273	2,093		3,366	1,864	202		2,066
Northern New Brunswick and Seaboard					8	117		125
North Shore								
Ottawa and New York					256	359	113	728
Pere Marquette	62,042	145,185	851	208,078	2,916	46,916	218	50,050
Quebec Central	14,731	45,667		60,398	3,683	14,731		18,414
Quebec, Montreal and Southern	10,310	11,493		21,803	382	2,775		3,157
Quebec Oriental	982	3,971		4,953	887	3,979		4,866
Quebec Railway, Light and Power Co					1,447	471		1,918
Roberval-Saguenay	344	134		478	818	214		1,032
Red Mountain	97	29	560	686	5		42	47
Rutland and Noyan	8	61	719	788		11	279	290
Salisbury and Albert					64	764		828
Schomberg and Aurora		5		5		1,051		1,051
Stanstead, Shefford and Chambly	4,321	24,790	33,267	62,378	1,214	25,731	20,673	47,618
St. Clair Tunnel								
St. Lawrence and Adirondack					1,036	667	1,246	2,949
St. Martins	38	3,044		3,082				
Sydney and Louisburg	3,264	2,614		5,878	1,960	3,624		5,584
Temiscouata	351	434		785	3,455	3,168		6,623
Temiskaming and Northern Ontario	21,668	28,914	445	51,027	5,198	2,144	159	7,501
Thousand Islands								
Toronto, Hamilton and Buffalo	26,574	36,960		63,534	16,854	88,486		105,340
Vancouver, Victoria and Eastern	7,906	1,019	7,933	16,858	2,002	976	1,630	4,608
Victoria Terminal Railway and Ferry Co	955	319		1,274	967	430		1,397
Victoria and Sidney, B.C	61	1,299		1,360	194	1,224		1,418
Wabash (in Canada)	788	1,226	135,339	137,353	2,723	46	16,589	19,358
York Carleton					26	27		53
Final Total	3,228,413	1,131,729	912,021	5,272,163	1,183,897	620,185	589,041	2,393,123

TABLE 12.—SUMMARY of Freight Traffic Movement for the Year ending June 30, 1915—*Continued.*

Name of Railway.	RECAPITULATION. GRAND TOTAL. Originating on Road.	Received from other Roads in Canada.	Received from U.S. Roads.	Total freight tonnage.
Algoma Central and Hudson Bay	587,388	6,827	18,692	612,907
Algoma Eastern	698,201	11,154	64,042	773,397
Atlantic, Quebec and Western	32,680	27,402	.....	60,082
Bedlington and Nelson	.....	.....	4	4
Brandon, Saskatchewan and Hudson Bay	24,517	89	14,169	38,775
British Yukon	33,593	.....	.....	33,593
Canada and Gulf Terminal	18,873	3,669	.....	22,542
Canada Southern	825,905	467,569	5,439,405	6,732,879
Canadian Government Railways—Intercolonial	3,640,394	802,116	.....	4,442,510
" " P. E. Island	113,527	8,730	.....	122,257
Canadian Northern System	8,369,774	2,010,661	156,334	10,536,769
Canadian Pacific	15,179,618	4,909,355	1,401,623	21,490,596
Cape Breton	1,653	3,762	.....	5,415
Caraquet	20,036	22,216	.....	42,252
Crow's Nest Southern	116,335	17,608	2,798	136,741
Cumberland	340,761	12,088	.....	352,849
Dominion Atlantic	241,115	76,784	8,729	326,628
Eastern British Columbia	90,455	1,568	.....	92,023
Elgin and Havelock	7,845	2,199	5	10,049
Essex Terminal	40,000	124,359	.....	164,359
Esquimalt and Nanaimo	219,506	72,316	.....	291,822
Fredericton and Grand Lake Coal and Railway Co	94,208	2,360	.....	96,568
Grand Trunk	8,090,873	2,232,641	8,172,509	18,496,023
Grand Trunk Pacific	1,314,880	122,694	16,487	1,454,061
Hereford	76,778	4,650	4,174	85,602
Inverness Railway and Coal Co	205,146	7,500	.....	212,646
International of New Brunswick	52,568	.....	.....	52,568
Kent Northern	2,866	4,384	.....	7,250
Kettle Valley	3,189	2,139	28,212	33,540
London and Port Stanley	50,397	38,004	506,303	594,704
Lotbiniere and Megantic	19,928	2,945	.....	22,873
Maine Central	.....	.....	228,981	228,981
Manitoba Great Northern	22,837	1,798	19,389	44,024
Maritime Coal, Railway and Power Co	208,405	3,744	.....	212,149
Massawippi Valley	136,630	290,846	73,305	500,781
Midland Railway of Manitoba	4,265	5,799	130,232	140,296
Moncton and Buctouche	16,596	4,504	.....	21,100
Montreal and Atlantic	98,039	696,170	275,344	1,069,553
Montreal and Province Line	25,328	60,794	7,007	93,129
Montreal and Vermont Junction	14,239	258,830	83,206	356,275
Morrissey, Fernie and Michel	481,789	12,133	215	494,137
Napierville Junction	8,362	136,112	261,543	406,017
National Transcontinental, operated by Canadian Government Railways	222,372	.....	.....	222,372
Nelson and Fort Sheppard	14,727	394	5,124	20,245
New Brunswick Coal and Railway Co	36,443	2,846	.....	39,289
New Brunswick and P. E. Island	65,339	.....	.....	65,339
New Westminster Southern	28,069	16,019	.....	44,088
Northern New Brunswick and Seaboard	1,105	230	.....	1,335
North Shore	1,550	.....	.....	1,550
Ottawa and New York	61,682	117,401	139,429	318,512
Pere Marquette	109,818	274,546	2,361,096	2,745,460
Quebec Central	714,347	156,046	.....	870,393
Quebec, Montreal and Southern	84,754	192,355	30,243	307,352
Quebec Oriental	16,470	38,754	.....	55,224
Quebec Railway, Light and Power Co	206,272	10,316	.....	216,588
Roberval and Saguenay	157,670	28,343	.....	186,013
Red Mountain	707	29	13,954	14,690
Rutland and Noyan	172	156,124	18,306	174,602
Salisbury and Albert	35,801	5,258	.....	41,059

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TABLE 12.—SUMMARY of Freight Traffic Movement for the Year ending June 30, 1915—*Concluded.*

Name of Railway.	RECAPITULATION.			
	GRAND TOTAL.			
	Originating on Road.	Received from other Roads in Canada.	Received from U.S. Roads.	Total freight tonnage.
Schomberg and Aurora	4,590	3,898	.....	8,488
Stanstead, Shefford and Chambly	17,651	299,612	97,817	415,080
St. Clair Tunnel	.....	.....	.....	.....
St. Lawrence and Adirondack	35,093	151,922	580,922	767,937
St. Martins	11,105	3,960	.....	15,065
Sydney and Louisburg	4,379,905	88,599	.....	4,468,504
Temiscouata	136,233	15,784	.....	152,017
Temiskaming and Northern Ontario	472,731	135,195	54,410	662,336
Thousand Islands	12,387	16,286	.....	28,673
Toronto, Hamilton and Buffalo	286,456	1,483,032	.....	1,769,488
Vancouver, Victoria and Eastern	559,644	15,702	173,553	748,899
Victoria Terminal Railway and Ferry Co	5,429	9,059	.....	14,488
Victoria and Sidney, B.C.	6,479	10,059	.....	16,538
Wabash (in Canada)	35,335	4,847	1,746,556	1,786,738
York Carleton	8,161	1,533	.....	9,694
Final Total	49,257,996	15,706,668	22,134,118	87,098,782

Table 13.—Summary of Equipment for the Year ending June 30, 1915.

Name of Railway.	Locomotives.					Cars in Passenger Service.									
	Passenger.	Freight.	Switching.	Total.	Leased.	First-class.	Second-class.	Combination.	Emigrant.	Dining.	Parlour.	Sleeping.	Baggage, Express and Postal.	Other cars in Passenger Service.	Total.
Algoma Central and Hudson Bay	6	18	4	28	1	10	4	2					2		18
Algoma Eastern		5		5	3	2	1	3							6
Atlantic, Quebec and Western	4	4		8	1	8		1					2		11
Bedlington and Nelson		1		1	1	1							1		2
Brandon, Saskatchewan and Hudson Bay	1	1		2	2	2							1		3
British Yukon	1	10		11		10					2		3		15
Canada and Gulf Terminal	1	1		2		1	1	1					1		4
Canada Southern	63	86	36	185		10	39	7		1			21		78
Canadian Government Railways (Intercolonial)	127	239	45	411		140	33	61	54	20	8	48	134	2	500
" " (Prince Edward Island)	2	14	6	22		19	9	5					13		46
Canadian Northern System	414	225	71	710		217	215	53	62	24	23	78	187	56	915
Canadian Pacific	738	1,141	376	2,255		980	164	106	336	121	39	381	596	3	2,726
Cape Breton	2			2		2							2		4
Caraquet		3		3		3									3
Crow's Nest Southern	1	2		3	3	1							1		2
Cumberland	3	2	1	6		2		2							4
Dominion Atlantic	12	16		28	4	25		11		2	2		18		58
Eastern British Columbia		2		2		2							1		3
Elgin and Havelock	1	1		2		1		1							2
Essex Terminal		2		2											
Esquimalt and Nanaimo	5	15	3	23	11	13	12				4		10	2	41
Fredericton and Grand Lake Coal and Railway Co		4	2	6		1		2							3
Grand Trunk	255	653	136	1,044	8	528	46	109	5	23	26		329	3	1,069
Grand Trunk Pacific	121	146	10	277	5	64	31	15	52	22	15	30	62	48	339
Hereford	1	2		3		1		2							3
Inverness Railway and Coal Co	1	5	1	7	2	3							1		4
International of New Brunswick		3		3		1		4					1		6
Kent Northern		3		3				2							2
Kettle Valley		3		3		1	1	2			1	1			6
London and Port Stanley	1	2		3			2	1							3
Lotbiniere and Megantic		4		4			2	2							4
Maine Central	1	2		3		1		1							2
Manitoba Great Northern	1	2		3	3	2		1					1		4
Maritime Coal, Railway and Power Co	1	3		4				1					1	1	3

Massawippi Valley		13		13		9							6		15
Midland and Manitoba	4	3	2	9	9	19							6		25
Moncton and Buctouche	3			3		2		1							3
Montreal and Atlantic		12		12			7	11			2		3		23
Montreal and Province Line	1	2		3		11									11
Montreal and Vermont Junction	1	2		3		7		4							11
Morrissey, Fernie and Michel		5		5			6								6
Napierville Junction		1		1			1								1
National Transcontinental (operated by Canadian Govt. Rys.)															
Nelson and Fort Sheppard	1	1		2	2	1	1								2
New Brunswick Coal and Railway Co		1		1				2							2
New Brunswick and Prince Edward Island			1	1		1									1
New Westminster Southern		1		1	1	1	1								2
Northern New Brunswick and Seaboard	1			1				1							1
North Shore	1			1		1									1
Ottawa and New York	4	9		13	13		6	3					2		11
Pere Marquette	10	35	2	47		14	5	5					6		30
Quebec Central		36		36		14	8	10		2	1		10		45
Quebec, Montreal and Southern	3	10		13			7	4					1		12
Quebec Oriental	4	4		8		1	2						1		4
Quebec Railway, Light and Power Co		8		8		4	2	2					2	12	22
Roberval-Saguenay		4		4		2		2							4
Red Mountain		1		1	1	1							1		2
Rutland and Noyan		3	1	4	4	3		2					2		7
Salisbury and Albert		3		3		1							2		3
Schomberg and Aurora	1			1	1	2									2
Stanstead, Shefford and Chambly	1	2		3		7		4							11
St. Claire Tunnel			6	6											
St. Lawrence and Adirondack	3	5		8	5	4	2	1							7
St. Martins		2		2			1	1							2
Sydney and Louisburg	2	16	13	31		3	2	3							8
Temiscouata		9		9		2	2	2					2		8
Temiskaming and Northern Ontario	14	25	4	43		17	17	5			3		15		57
Thousand Island		2		2	1			2							2
Toronto, Hamilton and Buffalo	8	17	9	34		9	2	4					2	7	24
Vancouver, Victoria and Eastern	4	9	1	14	14	20		5					5		30
Victoria Terminal Railway and Ferry Co															
Victoria and Sidney, B.C			3	3		1		1							2
Wabash (in Canada)	11	50	1	62		4		16			12		3	4	39
York and Carleton		1		1											1
Final Total	1,840	2,912	734	5,486	95	2,213	632	486	509	215	138	538	1,457	138	6,326

TABLE 13.—SUMMARY of Equipment for the Year ending June 30, 1915—*Concluded.*

Name of Railway.	Cars in Freight Service.								Cars in Company's Service.						Total cars in service.	Cars leased.
	Box.	Flat.	Stock.	Coal.	Tank.	Refrigerator.	Other cars in freight service.	Total.	Officers and pay.	Gravel.	Derrick.	Caboose.	Other road.	Total.		
Algoma Central and Hudson Bay	59	564		166			267	1,056	2		3	15	44	64	1,138	
Algoma Eastern	27	130	97	2				256				2	7	9	271	
Atlantic, Quebec and Western	3	25		7				35				32		3	49	
Bedlington and Nelson	2							2							4	4
Brandon, Saskatchewan and Hudson Bay	57	8	3	4		5	19	96				1	1	2	101	101
British Yukon	97	74	33	12		4		220	1		1	8	3	13	248	
Canada and Gulf Terminal	2	4						6				1		1	11	
Canada Southern	1,581	99		6	22			1,708	1		3	67	78	149	1,935	
Canadian Government Railways (Intercolonial)	9,023	2,668	174	1,249	54	191	48	13,407	8	300	8	135	281	732	14,639	
" " (P. E. Island)	308	150	28	11	1	3		501		15		3	19	37	584	
Canadian Northern System	19,518	4,681	800	2,593		267		27,859	19	43	51	444	1,369	1,926	30,700	
Canadian Pacific	67,080	9,111	4,033	3,651	209	1,804	1,616	87,504	360	2,628	84	1,424	3,450	7,946	98,176	
Cape Breton		14						14							18	
Caraquet	5	25						30							33	
Crow's Nest Southern	249	34	14	17		20	75	409				2	3	5	416	416
Cumberland	2	29		175				206		14	1	2	4	21	231	
Dominion Atlantic	379	220	7	25				531	1		1	5	57	64	653	170
Eastern British Columbia	9	10						19				1		1	23	
Elgin and Havelock	2	4	1					7							9	
Essex Terminal	1							1							1	
Esquimalt and Nanaimo	14	198	1	30				243		29	1	12	13	55	339	
Fredericton and Grand Lake Coal and Railway Co.															3	
Grand Trunk	26,574	3,582	1,670	5,070	173	1,995		39,064	24	659	36	606	1,231	2,556	42,689	20
Grand Trunk Pacific	12,058	884	294			249		13,485	12	986	7	145	1,559	2,709	16,533	
Hereford	60	10						70				2		2	75	
Inverness Railway and Coal Co.	8	29		147				184				5	6	11	199	
International of New Brunswick		40						40	1			1	3	5	51	
Kent Northern	1							1							3	
Kettle Valley	7	7					2	16	1					1	23	23
London and Port Stanley	30	3	3	45				81				2	1	3	87	
Lotbiniere and Megantic	1	24					1	26				1		1	30	
Maine Central	25	10						35							37	
Manitoba Great Northern	80	10	5	5		6	25	131				1		1	136	136
Maritime Coal, Railway and Power Co.		2					6	8		6			2	8	13	

Massawippi Valley	440	180						620				5	5	10	645		
Midland of Manitoba	188	43	14	26		20	31	322				5		5	352	352	
Moncton and Buctouche	4	36						40							43		
Montreal and Atlantic	239	201	38			1		479				12	141	153	655		
Montreal and Province Line	40	21		4				65							76		
Montreal and Vermont Junction															11		
Morrissey, Fernie and Michel	7	1		46			2	56				1	1	2	64		
Napierville Junction															1		
National Transcontinental (operated by Canadian Govt. Rys.)																	
Nelson and Fort Sheppard	25	5	2	1		2	6	41				1	6	7	50	50	
New Brunswick Coal and Railway Co	5	40						45							47		
New Brunswick and Prince Edward Island													2	2	3		
New Westminster and Southern	47	7	3	3		4	15	79							81	81	
Northern New Brunswick and Seaboard				60				60							61		
North Shore	1	1		3				5					1	1	7		
Ottawa and New York	118	14						132		5		2	2	9	152	152	
Pere Marquette	1,133	73	31	420		8		1,665			1	22	16	39	1,734		
Quebec Central	232	593	67	23	2	10		927	1	57	1	14	38	111	1,083		
Quebec, Montreal and Southern	1,380	34	90			10		1,514			1	4	18	23	1,549		
Quebec Oriental	1							1				2	3		10		
Quebec Railway, Light and Power Co	32	78	1	13			44	168				1	2	3	193		
Roberval-Saguenay	4	168						172				2		2	178		
Red Mountain	29	5	2	2		2	8	48							50	50	
Rutland and Noyan	50	5	2	2				59				1		1	67	67	
Salisbury and Albert	3	25						28							31		
Schomberg and Aurora		13						13							15		
Stanstead, Shefford and Chambly	102	52	1	8		1		164			1	2	7	10	185		
St. Clair Tunnel												9	1	10	10		
St. Lawrence and Adirondack	75	30						105			1	3	2	6	118	105	
St. Martins	1	6						7							9		
Sydney and Louisburg	16	105	12	1,548	2			1,683	2		1	8	4	15	1,706		
Temiscouata	84	53						137	1			2	6	9	154		
Temiskaming and Northern Ontario	146	465	10					621	3			23	71	97	775		
Toronto, Hamilton and Buffalo	1,157	145	10	150				1,462	1	56	1	13	33	104	1,590		
Thousand Islands		2	1					3					1	1	5		
Vancouver, Victoria and Eastern	1,231	168	68	80		104	376	2,027				6	24	30	2,087	2,087	
Victoria Terminal Railway and Ferry Co																	
Victoria and Sidney, B.C	2	15						17					1	1	20		
Wabash (in Canada)	1,352	82	123	99		7	10	1,673		1	1	33	10	45	1,757		
York and Carleton	1							1							2		
Final Total	145,307	25,290	7,553	15,703	560	4,713	2,556	201,690	438	4,799	204	3,059	8,526	17,026	225,034	3,814	

TABLE 14.—SUMMARY of Cars in Freight Service for the Year ending

Number.	Name of Railway.	Box Cars.		Flat Cars.		Stock Cars.	
		Number.	Aggregate Capacity.	Number.	Aggregate Capacity.	Number.	Aggregate Capacity.
			Tons.		Tons.		Tons.
1	Algoma Central & Hudson Bay	59	2,240	564	20,950		
2	Algoma Eastern	27	1,065	130	5,180	97	4,850
3	Atlantic, Quebec & Western	3	90	25	750		
4	Bedlington & Nelson	2	70				
5	Brandon, Saskatchewan & Hudson Bay	57	2,020	8	290	3	70
6	British Yukon	97	1,868	74	1,468	33	660
7	Canada & Gulf Terminal	2	40	4	120		
8	Canada Southern	1,581	55,670	99	2,380		
	Canadian Gov't Railways—						
9	Intercolonial	9,023	280,565	2,668	77,395	174	4,540
10	Prince Edward Island	308	3,805	150	1,990	28	350
11	Canadian Northern System	19,518	585,910	4,681	148,695	800	23,895
12	Canadian Pacific	67,080	2,379,925	9,111	307,270	4,033	118,600
13	Cape Breton			14	420		
14	Caraquet	5	75	25	500		
15	Crows Nest Southern	249	8,780	34	1,240	14	330
16	Cumberland	2	40	29	435		
17	Dominion Atlantic	279	7,580	220	5,951	7	180
18	Eastern British Columbia	9	360	10	400		
19	Elgin & Havelock	2	40	4	80	1	20
20	Essex Terminal	1	20				
21	Esquimalt & Nanaimo	14	280	198	6,957	1	20
22	Fredericton & Grand Lake Coal & Railway Co						
23	Grand Trunk	26,574	863,780	3,582	109,540	1,670	48,820
24	Grand Trunk Pacific	12,058	361,740	884	26,520	294	8,820
25	Hereford	60	1,800	10	200		
26	Inverness Railway & Coal Co	8	160	29	870		
27	International of New Brunswick			40	1,200		
28	Kent Northern	1	15				
29	Kettle Valley	7	175	7	175		
30	London & Port Stanley	30	810	3	75	3	90
31	Lotbiniere & Megantic	1	30	24	720		
32	Maine Central	25	750	10	300		
33	Manitoba Great Northern	80	2,805	10	370	5	120
34	Maritime Coal, Railway & Power Co			2	40		
35	Massawippi Valley	440	8,750	180	3,350		
36	Midland of Manitoba	188	6,850	43	1,535	14	340
37	Moncton & Buctouche	4	80	36	720		
38	Montreal & Atlantic	239	7,035	201	6,065	38	1,110
39	Montreal & Province Line	40	730	21	365		
40	Montreal & Vermont Junction						
41	Morrissey, Fernie & Michel	7	280	1	40		
42	Napierville Junction						
43	National Transcontinental, operated by Canadian Government Rys						
44	Nelson & Fort Sheppard	25	880	5	170	2	50
45	New Brunswick Coal & Railway Co	5	150	40	1,200		
46	New Brunswick & P. E. Island						
47	New Westminster Southern	47	1,670	7	250	3	70
48	Northern New Brunswick & Seaboard						
49	North Shore	1	30	1	30		
50	Ottawa & New York	118	2,360	14	280		
51	Pere Marquette	1,133	37,675	73	2,100	31	930
52	Quebec Central	232	6,460	593	16,480	67	1,865
53	Quebec, Montreal & Southern	1,380	41,400	34	850	90	2,700
55	Quebec Oriental	1	30				
56	Quebec Railway, Light & Power Co	32	790	78	1,560	1	30
57	Roberval-Saguenay	4	80	168	3,360		
58	Red Mountain	29	1,030	5	170	2	50
59	Rutland & Noyan	50	1,500	5	150	2	40
60	Salisbury & Albert	3	50	25	375		

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June 30, 1915—Showing Number and Aggregate Capacity.

Coal Cars.		Tank Cars.		Refrigerator Cars.		Other Cars.		Total.		
Number.	Aggregate Capacity.	Number	Aggregate Capacity.	Number.	Aggregate Capacity.	Number	Aggregate Capacity.	Number	Aggregate Capacity.	Number.
	Tons.		Tons.		Tons.		Tons.		Tons.	
166	7,480					267	13,350	1,056	44,020	1
2	80							256	11,175	2
7	350							35	1,190	3
								2	70	4
4	160			5	150	19	885	96	3,575	5
12	240			4	80			220	4,316	6
								6	160	7
6	170	22	450					1,708	58,670	8
1,249	38,195	54	1,350	191	5,460	48	1,440	13,407	408,945	9
11	140	1	15	3	45			501	6,345	10
2,593	98,275			267	7,990			27,859	864,765	11
3,651	170,440	209	8,900	1,804	53,600	1,616	56,742	87,504	3,095,477	12
								14	420	13
								30	575	14
17	750			20	600	75	3,565	409	15,265	15
175	2,625							206	3,100	16
25	530							531	14,241	17
								19	760	18
								7	140	19
								1	20	20
30	1,300							243	8,557	21
										22
5,070	230,520	173	3,819	1,995	58,800			39,064	1,315,279	23
				249	7,470			13,485	404,550	24
								70	2,000	25
147	4,410							184	5,440	26
								40	1,200	27
								1	15	28
						2	50	16	400	29
45	1,290							81	2,265	30
						1	15	26	765	31
								35	1,050	32
5	210			6	180	25	1,185	131	4,870	33
						6	120	8	160	34
								620	12,100	35
26	1,215			20	635	31	1,455	322	12,030	36
								40	800	37
				1	30			479	14,240	38
4	60							65	1,155	39
										40
46	1,380					2	60	56	1,760	41
										42
										43
1	50			2	60	6	300	41	1,510	44
								45	1,350	45
										46
3	140			4	120	15	695	79	2,945	47
60	3,000							60	3,000	48
3	75							5	135	49
								132	2,640	50
420	16,210			8	240			1,665	57,155	51
23	690	2	40	10	280			927	25,815	52
				10	300			1,514	45,250	54
								1	30	55
13	270					44	1,320	168	3,970	56
								172	3,440	57
2	90			2	60	8	400	48	1,800	58
2	80							59	1,770	59
								28	425	60

TABLE 14.—SUMMARY of Cars in Freight Service for the Year ending

Number.	Name of Railway.	Box Cars.		Flat Cars.		Stock Cars.	
		Number.	Aggregate Capacity.	Number.	Aggregate Capacity.	Number.	Aggregate Capacity.
			Tons.		Tons.		Tons.
61	Schomberg & Aurora	.....	.....	13	195	.....	.....
62	Stanstead, Shefford & Chambly	102	1,940	52	845	1	20
63	St. Clair Tunnel	.....	.....	.....	.....	.....	.....
64	St. Lawrence & Adirondack	75	2,250	30	900	.....	.....
65	St. Martins	1	20	6	120	.....	.....
66	Sydney & Louisburg	16	320	105	3,090	12	600
67	Temiscouata	84	2,150	53	1,160	.....	.....
68	Temiskaming & Northern Ontario	146	5,380	465	15,910	10	300
69	Thousand Islands	.....	.....	2	40	1	20
70	Toronto, Hamilton & Buffalo	1,157	44,700	145	5,450	10	300
71	Vancouver, Victoria & Eastern	1,231	43,405	168	6,120	68	1,600
72	Victoria Terminal Ry. & Ferry Co	.....	.....	.....	.....	.....	.....
73	Victoria & Sidney, B.C	2	40	15	300	.....	.....
74	Wabash (in Canada)	1,352	44,990	82	3,010	123	4,800
76	York & Carleton	1	10	.....	.....	.....	.....
	Final Total	145,307	4,825,543	25,315	798,671	7,638	226,190

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June 30, 1915—Showing Number and Aggregate Capacity—*Concluded.*

Coal Cars.		Tank Cars.		Refrigerator Cars.		Other Cars.		Total.		Number.
Number.	Aggregate Capacity.	Number	Aggregate Capacity.	Number.	Aggregate Capacity.	Number	Aggregate Capacity.	Number	Aggregate Capacity.	
	Tons.		Tons.		Tons.		Tons.		Tons.	
								13	195	61
8	160			1	20			164	2,985	62
										63
								105	3,150	64
								7	140	65
1,548	31,055	2	30					1,683	35,095	66
								137	3,310	67
								621	21,590	68
								3	60	69
150	7,500							1,462	57,950	70
80	3,550			104	3,090	376	17,895	2,027	75,660	71
										72
								17	340	73
99	4,540			7	140	10	200	1,673	57,680	74
								1	10	76
15,703	611,020	463	14,604	4,713	139,350	2,551	99,677	201,690	6,731,265	

TABLE 15.—SUMMARY of Bridges, Trestles and Tunnels for the Year ending June 30, 1915.

Name of Railway.	BRIDGES.											
	STONE.				IRON.				WOODEN.			
	No.	Aggregate Length.	Minimum Length.	Maximum Length.	No.	Aggregate Length.	Minimum Length.	Maximum Length.	No.	Aggregate Length.	Minimum Length.	Maximum Length.
		Ft. In.	Ft. In.	Ft. In.		Ft. In.	Ft. In.	Ft. In.		Ft. In.	Ft. In.	Ft. In.
Algoma Central & Hudson Bay					9	2,823 0	50 0	1,555 0				
Algoma Eastern					6	1,172 0	36 0	568 0	28	7,099 0	14 0	1,036 0
Atlantic, Quebec and Western												
Bay of Quinte												
Bedlington & Nelson									1	81 0		
Brandon, Saskatchewan and Hudson Bay									1	252 0		
British Yukon												
Canada & Gulf Terminal												
Canada Southern	43	7,433 0	8 0	60 0	65	6,933 0	8 0	910 4	1	9 0		
Can. Gov't. R'lys.—Intercolonial					*596		8 0	2,025 0				
Prince Edward Island												
Canadian Northern System	1				262				166			
Canadian Pacific	166	7,161 0	3 0	719 0	*1,409	195,790 0	13 0	5,328 0	425	11,989 0	2 0	326 0
Cape Breton					4	309 0	33 0	370 0				
Caraquet									9	4,100 0	50 0	1,600 0
Central Ontario												
Crow's Nest Southern					1	45 0			7	2,273 0	258 0	465 0
Cumberland Railway and Coal Co					4	80 0			1	18 0		
Dominion Atlantic					*22	7,336 0	29 0	1,640 0	6	653 0	40 0	586 0
Eastern, B.C												
Elgin & Havelock												
Esquimalt & Nanaimo					*39	4,331 0	23 0	525 0				
Essex Terminal												
Fredericton & Grand Lake					4	532 0	40 0	240 0				
Grand Trunk	146	5,879 0	10 0	300 0	990	109,342 0	8 0	6,594 0	444	16,180 0	8 0	306 0
Grand Trunk Pacific												
Hereford					6	292 0	23 0	71 0	4	637 0	40 0	318 0
International Bridge Co												
International of New Brunswick					26							
Inverness Railway & Coal Co					9	525 0	20 0	120 0	5	52 0	8 0	14 0
Kent Northern	1	30 0	30 0	30 0								
Kettle Valley					7	647 4	53 10	254 8	18	2,154 0	109 6	161 6
Klondike Mines												

London & Port Stanley						6	1,760	0	50	0	599	0						
Lotbiniere & Megantic						1	34	0										
Maine Central						2	721	0	253	0	468	0						
Manitoba Great Northern													1	418	0			
Maritime Coal, Railway & Power Co													2	310	0	110	0	200 0
Massawippi Valley	1	12	0										10	322	0	10	0	82 0
Midland of Manitoba						5	322	0	48	0	92	0	1	418	0			
Moncton & Buctouche													5	790	0	40	0	289 0
Montreal & Atlantic						38	3,405	0	23	0	387	0						
Montreal & Province Line						4	129	0	12	0	91	0	12	930	0	8	0	724 0
Montreal & Vermont Junction	1	20	0			1	286	0					1	9	0			
Morrissey Fernie & Michel													1	900	0			
National Transcontinental						*54	14,652	0	20	0	3,918	0						
Napierville Junction						8	255	6	13	0	55	0						
Nelson and Fort Sheppard						1	500	0					1	80	0			
New Brunswick Coal and Railway Co						2	320	0	100	0	220	0	6	793	0	17	0	150 0
New Brunswick and Prince Edward Island						1	67	0										
New Westminster Southern													1	70	0			
North Shore																		
Northern New Brunswick & Seaboard																		
Ottawa & New York						5	2,188	0	40	0	1,550	0						
Pere Marquette	1	10	0			16	2,077	0	12	0	1,215	0						
Quebec Central						63	14,839	3	15	0	646	5						
Quebec Oriental						18	1,227	0										
Quebec Ry. Light & Power Co						15	1,550	0	13	0	300	0						
Quebec, Montreal & Southern						17	4,745	0	24	0	965	8						
Red Mountain																		
Roberval & Saguenay	2	325	0	100	0	225	0	4	735	0	38	0	450	0	1	750	0	
Rutland & Noyan																		
Salisbury & Albert								7							7			
Schomberg & Aurora																		
Stanstead, Shefford & Chambly								1	112	0					12	437	0	8 0 336 0
St. Clair Tunnel																		
St. Lawrence & Adirondack								10	1,322	0	18	0	598	0				
St. Martins																		
Sydney & Louisburg								17	642	0	12	0	310	0	4	24	0	6 0 6 0
Temiscouata								2	504.6	0	212	0	292	0				
Temiskaming & Northern Ontario	2	84	0	42	0	42	0	19	4,905	0	30	0	814	0				
Thousand Islands								5	795	0	103	0	250	0				
Toronto, Hamilton & Buffalo								14	1,754	6	36	6	480	0				
Vancouver, Victoria & Eastern													21	5,242	0	65	0	418 0
Victoria & Sidney																		
Victoria Terminal Railway & Ferry Co																		
Wabash, in Canada																		
York & Carleton																		
Final Total	364					3,795							1,202					

*Steel.

TABLE 15.—SUMMARY of Bridges, Trestles and Tunnels for the Year ending June 30, 1915—*Continued.*

Name of Railway.	Bridges.								Trestles.			
	Combination.				Total.							
	No.	Aggregate Length.	Minimum Length.	Maximum Length.	No.	Aggregate Length.	Minimum Length.	Maximum Length.	No.	Aggregate Length.	Minimum Length.	Maximum Length.
		Ft. In.	Ft. In.	Ft. In.	No.	Length.	Ft. In.	Ft. In.		Ft. In.	Ft. In.	Ft. In.
Algoma Central & Hudson Bay	3	1,001 0	129 0	510 0	12	3,824 0			190	51,013 0		
Algoma Eastern	2	812 0	352 0	460 0	36	9,083 0						
Atlantic, Quebec & Western												
Bedlington & Nelson					1	81 0			10	3,153 0	65 0	416 0
Brandon, Saskatchewan & Hudson Bay					1	252 0			28	3,183 0	57 0	418 0
British Yukon	1	150 0			1	150 0			37	4,732 0	16 0	702 0
Canada & Gulf Terminal	8	7,506 6	183 3		8	7,506 6						
Canada Southern					109	7,685 0			34	1,133 8	8 0	119 2
Canadian Govt. Railways—Intercolonial					596				11			
" Prince Edward Id.												
Canadian Northern System	62				491				2,094			
Canadian Pacific	14	4,413 0	58 0	780 0	2,014	219,353 0			1,292	175,237 0	6 0	5,076 0
Cape Breton					4	309 0						
Caraquet					9	4,100 0						
Crows Nest Southern					8	2,318 0			33	9,263 0	14 0	1,702 0
Cumberland Railway & Coal Co					5	98 0						
Detroit River Tunnel												
Dominion Atlantic					28	7,989 0			11			
Eastern, B.C.									6	552 0	52 0	109 0
Elgin & Havelock												
Essex Terminal												
Esquimalt & Nanaimo	1	69 0	69 0	69 0	40	4,400 0			96	32,728 0	7 0	946 0
Fredericton & Grand Lake					4	532 0						
Grand Trunk	83	8,474 0	11 0	970 0	1,663	139,875 0			97	11,782 0	8 0	611 0
" Pacific												
Hereford					10	929 0			2	478 0	119 0	359 0
International Bridge Co												
International of New Brunswick					26							
Inverness Railway & Coal Co					14	577 0			14	2,139 0	48 0	420 0
Kent Northern					1	30 0			1	30 0		
Kettle Valley					25	2,801 4			74	21,322 0	15 0	885 0

Klondike Mines																		
London & Port Stanley							6	1,760	0									
Lotbiniere & Megantic							1	34	0				1	600	0			
Maine Central							2	721	0				1	45	0			
Manitoba Great Northern							1	418	0				64	6,879	0	23	0	756	0
Maritime Coal, Railway & Power Co							2	310	0									
Massawippi Valley							11	334	0				6	653	0	10	0	222	0
Midland of Manitoba	5	172	0	25	0	50	0	11	912	0			9	5,462	0	182	0	880	0
Moncton & Buctouche							5	790	0				7	2,717	0	32	0	1,014	0
Montreal & Atlantic							38	3,405	0				284	5,278	0	12	0	280	0
Montreal & Province Line							16	1,059	0				42	1,229	0	8	0	118	0
Montreal & Vermont Junction							3	315	0				7	150	0	14	0	36	0
Morrissey, Fernie & Michel							1	900	0				4	80	0	20	0	20	0
National Transcontinental							54	14,652	0										
Napierville Junction							8	255	6										
Nelson & Fort Sheppard							2	580	0				42	5,253	0	14	0	510	0
New Brunswick Coal & Railway Co							8	1,113	0				21	4,567	0	40	0	500	0
New Brunswick & Prince Edward Island							1	67	0										
New Westminster Southern							1	70	0				10	1,443	0	15	0	544	0
North Shore																			
Northern New Brunswick & Seaboard																			
Ottawa & New York							5	2,188	0				7	626	0	15	0	107	0
Pere Marquette, in Canada							17	2,087	0				57	1,789	0	7	0	270	0
Quebec Centrnl							63	14,839	3										
Quebec Oriental							18	1,227	0				18						
Quebec Railway, Light & Power Co							15	1,550	0										
Quebec, Montreal & Southern							17	4,745	0				23	3,890	0	22	0	1,001	0
Red Mountain													8	1,491	0	14	0	419	0
Roberval & Saguenay	1	1,200	0				8	3,010	0										
Rutland & Noyan																			
Salisbury & Albert							14	185	0										
Schomberg & Aurora																			
Stanstead, Shefford & Chambly							13	549	0				21	2,396	0	8	0	1,539	0
St. Clair Tunnel																			
St. Lawrence & Adirondack							10	1,322	0										
St. Martins																			
Sydney & Louisburg							21	666	0				10	1,135	0	13	0	360	0
Temiscouata	11	2,041	0	112	0	477	0	13	2,545	0			35	2,545	0	28	0	562	0
Temiskaming & Northern Ontario							21	4,989	0				15	5,350	0	30	0	765	0
Thousand Islands							5	795	0										
Toronto, Hamilton & Buffalo							14	1,754	6				18	784	6	10	0	157	0
Vancouver, Victoria & Eastern							21	5,242	0				184	73,797	0	6	0	5,403	0
Victoria & Sidney													6	1,309	0	112	0	475	0
Victoria Terminal Railway & Ferry Co																			
Wabash, in Canada																			
York & Carleton																			
Final Total	191						5,552						4,930						

TABLE 15.—SUMMARY of Bridges, Trestles and Tunnels for the Year ending June 30, 1915—*Continued.*

Name of Railway.	Level Crossings.			Overhead Highway Crossings.							
				Bridges.		Conduits.		Trestles.		Total.	
	No.	Guarded.	Unguarded.	No.	Height of lowest above rail.	No.	Height of lowest above rail.	No.	Height of lowest above rail.	No.	Height of lowest above rail.
					Feet In.		Feet In.		Feet In.		Feet In.
Algoma Central & Hudson Bay	13	1	12	1	22 6					1	22 6
Algoma Eastern	10	3	7								
Atlantic, Quebec & Western	50		50								
Bedlington & Nelson	14	4	10								
Brandon, Saskatchewan & Hudson Bay	84	1	83								
British Yukon											
Canada and Gulf Terminal	20		20								
Canada Southern	488	80	408	5	20 1½			7	20 10	12	20 1½
Canadian Govt.—Intercolonial	869	217	652	35	18 9					35	18 9
" Prince Edward Island	262	11	251	5						5	
Canadian Northern System	6,736	158	6,578	10				4		14	
Canadian Pacific	10,163	634	9,529	96	16 0			22	19 0	118	16 0
Cape Breton											
Caraquet	64		64								
Crow's Nest Southern	19	1	18								
Cumberland Railway & Coal Co	14		14								
Detroit River Tunnel											
Dominion Atlantic	192	19	173					2	22 0	2	22 0
Eastern, B. C.											
Elgin & Havelock											
Essex Terminal											
Esquimalt & Nanaimo	120	17	103					1	22 6	1	22 6
Fredericton and Grand Lake	8		8								
Grand Trunk	3,924	616	3,308	143	16 5			174	16 6	317	16 5
Grand Trunk Pacific											
Hereford	34	1	33								
International Bridge Co											
International of New Brunswick	13		13								
Inverness Railway & Coal Co	59		59								
Kent Northern											
Kettle Valley	79	3	76					1	22 6	1	22 6
Klondike Mines											
London & Port Stanley	37	6	31								

Lotbiniere & Megantic	9		9									
Maine Central												
Manitoba Great Northern	123	1	122									
Maritime Coal, Railway & Power Co	17		17									
Massawippi Valley	32	6	26	1	16 10						1	16 10
Midland of Manitoba	12	5	7									
Moncton & Buctouche	19	1	18									
Montreal & Atlantic	197	15	182	2	22 6				1	18 9	3	18 9
Montreal & Province Line	42	3	39									
Montreal & Vermont Junction	16		16									
Morrissey, Fernie and Michel	8		8									
National Transcontinental												
Napierville Junction	18	1	17									
Nelson & Fort Sheppard	6		6									
New Brunswick Coal & Railway Co	32		32									
New Brunswick & Prince Edward Island												
New Westminster Southern	26		26									
North Shore												
Northern New Brunswick & Seaboard												
Ottawa & New York	67	1	66	1	20 0						1	20 0
Pere Marquette, in Canada	232	18	214	1	23 3						1	23 3
Quebec Central	156	5	151									
Quebec Oriental	61		61									
Quebec Railway Light & Power Co	18		18									
Quebec, Montreal & Southern	128	5	123									
Red Mountain	6		6									
Roberval & Saguenay	16	1	15	7							7	
Rutland & Noyan	2		2									
Salisbury & Albert	30	2	28									
Schomberg & Aurora	11		11									
Stanstead, Shefford & Chambly	49	3	46						1	18 7	1	18 7
St. Clair Tunnel												
St. Lawrence & Adirondack	30	7	23						1	20 0	1	20 0
St. Martins	21		21									
Sydney & Louisburg	27	7	20	2	15 9						2	15 9
Temiscouata	44	2	42									
Temiskaming & Northern Ontario	134	6	128	1	22 6						1	22 6
Thousand Islands	20		20									
Toronto, Hamilton & Buffalo	142	27	115	1	19 8				8	20 3	9	19 8
Vancouver, Victoria & Eastern	133	37	96	13	21 5						13	21 5
Victoria Sidney	17		17									
Victoria Terminal Railway & Ferry Co	14	1	13									
Wabash, in Canada												
York & Carleton	11		11									
Final Total	25,198	1,926	23,272	324					222		546	

TABLE 15.—SUMMARY of Bridges, Trestles and Tunnels for the Year ending June 30, 1915—*Concluded.*

Name of Railway.	Overhead Railway Crossings.								Tunnels.	
	Bridges.		Conduits.		Trestles.		Total.		——	
	No.	Height of lowest above rail.	No.	Height of lowest above rail.		Height of lowest above rail.	No.	Height of lowest above rail.	No.	Height of lowest above rail.
		Feet in.		Feet in.		Feet. in.		Feet. in.		Feet. in.
Algoma Central and Hudson Bay	2	16 3	.....	.....	.....	.....	2	16 3	.....	.....
Algoma Eastern	1	22 6	.....	.....	.....	.....	1	22 6	.....	.....
Atlantic, Quebec & Western	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Bedlington & Nelson	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Brandon, Saskatchewan & Hudson Bay	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
British Yukon	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Canada & Gulf Terminal	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Canada Southern	4	18 1	.....	.....	1	21 0	5	18 1	.....	.....
Canadian Govt. Railways—Intercolonial	1	22 0	.....	.....	.....	.....	1	22 0	1	.....
" Prince Edward Island	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Canadian Northern System	14	.....	.....	.....	3	.....	17	.....	.....	.....
Canadian Pacific	63	15 1	.....	.....	3	22 6	66	15 1	70	15 1
Cape Breton	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Caraquet	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Crow's Nest Southern	.....	.....	.....	.....	.....	.....	.....	.....	1	22 0
Cumberland Railway & Coal Co	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Detroit River Tunnel	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Dominion Atlantic	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Eastern B. C.	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Elgin & Havelock	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Essex Terminal	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Esquimalt & Nanaimo	.....	.....	.....	.....	2	20 8	2	20 8	1	18 8
Fredericton & Grand Lake	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Grand Trunk	81	16 4	.....	.....	2	21 3	83	16 4	.....	.....
Grand Trunk Pacific	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Hereford	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
International Bridge Co	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
International of New Brunswick	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Inverness Railway & Coal Co	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Kent Northern	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Kettle Valley	1	24 5	.....	.....	.....	.....	1	24 5	5	22 6
Klondike Mines	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....

London & Port Stanley										
Lotbiniere & Megantic										
Maine Central										
Manitoba Great Northern										
Maritime Coal Railway & Power Co										
Massawippi Valley										
Midland of Manitoba										
Moncton & Buctouche	1	17 0					1	17 0		
Montreal & Atlantic										
Montreal & Province Line										
Montreal & Vernon Junction										
Morrissey, Fernie & Michel										
National Transcontinental										
Napierville Junction										
Nelson & Fort Sheppard										
New Brunswick Coal & Railway Co										
New Brunswick & Prince Edward Island										
New Westminster Southern										
North Shore										
Northern New Brunswick & Seaboard										
Ottawa & New York										
Pere Marquette, in Canada										
Quebec Central	1	25 0					1	25 0		
Quebec Oriental										
Quebec Railway, Light & Power Co										
Quebec, Montreal & Southern										
Red Mountain										
Roberval & Saguenay										
Rutland & Noyan										
Salisbury & Albert										
Schomberg & Aurora										
Stanstead, Shefford & Chambly										
St. Clair Tunnel									1	16. 1¼
St. Lawrence & Adirondack										
St. Martins										
Sydney & Louisburg	1	22 0					1	22 0		
Temiscouata										
Temiskaming & Northern Ontario										
Thousand Islands										
Toronto, Hamilton & Buffalo	2	18 4					2	18 4	1	18 10½
Vancouver, Victoria & Eastern	1	23 1					1	23 1	5	21 5
Victoria & Sidney										
Victoria Terminal Railway & Ferry Co										
Wabash, in Canada										
York & Carleton										
Final Total	173				11		184		85	

TABLE 16.—SUMMARY of Accidents to Persons for the

A.—Accidents Resulting from the Move

PASSENGERS.

Number.	Name of Railway.	KIND OF ACCIDENT									
		Collisions.		Derailments		Parting of Trains.		Locomotives or Cars, Breaking Down.		Falling from Trains, Locomotives or Cars.	
		Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
1	Brandon, Saskatchewan & Hudson Bay	.....	.....	.....	1	.....	.....	.....	.....	.....	.....
2	Canada Southern	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
3	Can. Gov't Ry.: Intercolonial	.....	.....	.....	11	.....	.....	.....	.....	.....	5
4	" Prince Edw'd Is.	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
5	Canadian Northern System	.....	8	.....	4	.....	1	.....	.....	.....	2
6	Canadian Pacific	1	5	.....	2	.....	1	.....	.....	4	19
7	Grand Trunk	.....	70	.....	30	.....	.....	.....	.....	3	3
8	Grand Trunk Pacific	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
9	London & Port Stanley	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
10	Manitoba Great Northern	.....	.....	.....	1	.....	.....	.....	.....	.....	.....
11	Montreal & Atlantic	.....	.....	.....	.....	.....	.....	.....	.....	.....	1
12	Pere Marquette	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
13	Quebec, International & Southern	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
14	Red Mountain	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
15	St. Lawrence & Adirondack	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
16	Sydney & Louisburg	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
17	Temiskaming & North'n Ontario	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
18	Vancouver, Victoria & Eastern	.....	.....	.....	1	.....	.....	.....	.....	.....	.....
19	Wabash (Canada)	.....	7	.....	3	.....	.....	.....	.....	.....	.....
	Final Total	1	90	.....	53	.....	2	.....	.....	7	30

NOTE.—Postal Clerks, Express and Pullman Employees—

	Killed.	Injured.
Canadian Northern System	.....	3
Canadian Government Railway: Intercolonial	.....	1
Canadian Pacific	.....	3
Grand Trunk	.....	4
St. Lawrence & Adirondack	.....	1
Wabash	.....	2
Total	.....	14

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ment of Trains, Locomotives or Cars.

PASSENGERS.

Kind of Accident.										Total Accidents to passengers.		
Jumping on or off Trains, Locomotives, or Cars.		Struck by Trains, Locomotives or Cars.						Other Causes.				
		At Highway Crossings.		At Stations.		At Other Points Along track.						
Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Number.
											1	1
	1								1		2	2
	10							1	4	1	30	3
									1		1	4
	6				1		1		6		29	5
1	25		1	1	2	1		1	35	9	90	6
2	15			1			2			6	120	7
	2										2	8
									1		1	9
											1	10
											1	11
									4		4	12
									1		1	13
									1		1	14
	1						1		4		6	15
	1										1	16
	1										1	17
											1	18
1									1	1	11	19
4	62		1	2	3	1	4	2	59	17	304	

TABLE 16.—SUMMARY of Accidents to Persons for

A.—Accidents Resulting from the Move

EMPLOYEES—

Number.	Name of Railway.	Kind of Accident.									
		Coupling or Uncoupling.		Collision.		Derailments		Parting of Trains.		Locomotives or Cars Breaking down.	
		Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
1	Algoma Central & Hudson Bay										
2	Algoma Eastern										
3	Canada Southern		2			1	2				
4	Can. Gov't. Ry.: Intercolonial		4				2				
5	Canadian Northern System	2	8	1	7	2	3		2		1
6	Can. Pacific	5	28		11	1	16	1	5	1	3
7	Dominion Atlantic										
8	Essex Terminal		1								
9	Esquimalt & Nanaimo		1								
10	Grand Trunk	1	6	5	29		12				4
11	Grand Trunk Pacific		3		3				1		1
12	London & Port Stanley										
13	Manitoba Great Northern						1				
14	Massawippi Valley	1									
15	Midland of Manitoba										
16	Montreal & Atlantic								1		
17	Morrissey, Fernie & Michel										
18	Ottawa & New York										
19	Pere Marquette		1		2						
20	Quebec Central										
21	St. Lawrence & Adirondack										
22	Sydney & Louisburg		4								
23	Temiscouata										
24	Temiskaming & N'th'n Ontario										
25	Toronto, Hamilton & Buffalo						2				
26	Vancouver, Victoria & Eastern		1				1				
27	Wabash, (Canada)		2	3	4						3
	Final Total	9	61	9	56	4	39	1	9	1	12

EMPLOYEES—SWITCH TENDERS,

1	Can. Gov't R Ry.: Intercolonial										
2	Canadian Northern System										
3	Canadian Pacific		2	1							
4	Crow's Nest Southern										
5	Grand Trunk		1								
6	Grand Trunk Pacific				1						
	Final Totnl		3	1	1						

EMPLOYEES—

1	Can. Gov't. Ry.: Intercolonial										
2	Canadian Northern System										
3	Canadian Pacific		2								
4	Grand Trunk										
5	Wabash (Canada)										
	Final Total		2								

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ment of Trains, Locomotives or Cars.

TRAINMEN.

Kind of Accident.										Total Accidents to Trainmen.		
Falling from Trains, Locomotives or Cars.		Jumping on or off Trains, Locomotives or Cars.		Struck by Trains, Locomotives or Cars.		Overhead Obstructions.		Other Causes.				
Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Number.
.....	1	.....	.....	1	2	.....	.....	.....	.....	1	3	1
.....	.....	.....	1	.....	.....	.....	.....	.....	.....	.....	1	2
.....	4	.....	4	.....	.....	.....	.....	.....	4	1	16	3
.....	8	.....	7	.....	2	.....	.....	.....	25	.....	48	4
2	11	.....	9	1	3	.....	.....	.....	28	8	72	5
2	55	.....	45	2	9	.....	8	.....	106	12	286	6
.....	1	.....	.....	.....	.....	.....	.....	.....	.....	.....	1	7
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	1	1
.....	.....	.....	.....	.....	.....	.....	.....	1	.....	1	1	9
2	18	.....	6	4	6	.....	.....	.....	10	12	91	10
.....	5	.....	1	.....	2	.....	4	1	10	1	30	11
.....	1	.....	2	.....	.....	.....	.....	.....	2	.....	5	12
.....	.....	.....	.....	.....	.....	.....	.....	.....	1	.....	2	13
.....	2	.....	.....	.....	.....	.....	.....	.....	.....	1	2	14
.....	.....	.....	1	.....	.....	.....	.....	.....	.....	.....	1	15
.....	1	.....	1	.....	.....	.....	.....	.....	.....	.....	3	16
1	.....	.....	.....	.....	.....	.....	1	.....	1	1	2	17
.....	1	.....	.....	1	.....	.....	.....	.....	.....	1	1	18
1	1	.....	.....	.....	.....	.....	.....	.....	4	1	8	19
.....	1	.....	.....	.....	.....	.....	.....	.....	1	.....	2	20
.....	.....	.....	.....	.....	.....	.....	.....	.....	1	.....	1	21
2	1	.....	.....	.....	.....	.....	.....	.....	.....	2	5	22
1	.....	.....	1	.....	.....	.....	.....	.....	3	1	4	23
.....	.....	.....	.....	.....	.....	.....	.....	.....	2	.....	2	24
1	3	.....	.....	.....	.....	.....	.....	.....	1	1	6	25
.....	1	.....	1	.....	.....	.....	7	.....	.....	.....	11	26
.....	1	.....	.....	2	.....	1	1	.....	12	6	23	27
12	116	.....	79	11	24	1	21	2	211	50	628	

CROSSING TENDERS AND WATCHMEN.

.....	.....	.....	.....	.....	.....	.....	.....	.....	1	.....	1	1
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	2
.....	2	.....	6	3	.....	.....	.....	.....	4	4	14	3
.....	.....	.....	.....	1	.....	.....	.....	.....	.....	1	.....	4
.....	2	.....	4	4	.....	.....	.....	.....	2	4	9	5
.....	.....	.....	.....	.....	.....	.....	.....	.....	1	.....	2	6
.....	4	.....	10	8	.....	.....	.....	.....	8	9	26	

STATION MEN.

.....	.....	.....	.....	.....	.....	.....	.....	.....	1	.....	1	1
.....	.....	.....	.....	.....	.....	.....	.....	.....	3	.....	3	2
.....	2	.....	.....	.....	.....	.....	1	.....	2	.....	7	3
.....	.....	.....	1	.....	.....	.....	.....	.....	.....	.....	1	4
.....	.....	.....	1	.....	.....	.....	.....	.....	.....	.....	1	5
.....	2	.....	2	.....	.....	.....	1	.....	6	.....	13	

TABLE 16.—SUMMARY of Accidents to Persons for

A.—Accidents Resulting from the Move

EMPLOYEES—

Number.	Name of Railway	Kind of Accident.									
		Coupling or Uncoupling		Collisions.		Derailments		Parting of Trains.		Locomotives or Cars Breaking down.	
		Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
1	Canadian Southern										
2	Can. Gov't. Ry.: Intercolonial										
3	Canadian Northern System		3				1				
4	Canadian Pacific		1								3
5	Grand Trunk										
6	Grand Trunk Pacific						1				
7	Ottawa & New York										
8	Quebec, In'tl. & Southern										
9	St. Lawrence & Adirondack										
	Final Total		4				2				3

EMPLOYEES—

1	Canada Southern										
2	Can. Gov't. Ry.: Intercolonial										
3	Canadian Northern System		1				2				
4	Canadian Pacific			1	2	2			1		
5	Crow's Nest Southern										
6	Grand Trunk										
7	Grand Trunk Pacific										
8	Hereford						1				
9	Pere Marquette										
10	Sydney & Louisburg										
11	Temiskaming & North'n Ontario										
12	Toronto, Hamilton & Buffalo				1		1				
13	Vancouver, Victoria & Eastern										
14	Wabash (Canada)										
	Final Total		1	1	3	2	4		1		

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ment of Trains, Locomotives or Cars.

SHOPMEN.

Kind of Accident.												
Falling from Trains, Locomotives or Cars.		Jumping on or off Trains, Locomotives or Cars.		Struck by Trains, Locomotives or Cars.		Overhead Obstructions.		Other Causes.		Total Accidents to Trainmen.		
Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Number.
			1								1	1
	1										1	2
	2				1				1		8	3
1	6		5		2		2	2	24	3	43	4
		1								1		5
1	2		1							1	4	6
									1		1	7
	1										1	8
				1						1		9
2	12	1	7	1	3		2	2	26	6	59	

TRACKMEN.

1			1							1	1	1
				3						3		2
	1	1	1		1				4	1	10	3
	8	1	9	7	16			2	21	13	57	4
	2			1						1	2	5
	1			2	5				1	2	7	6
					1						1	7
											1	8
	1										1	9
				1						1		10
									4		4	11
	2										4	12
	4		1		1		1				7	13
				2						2		14
1	19	2	12	16	24		1	2	30	24	95	

TABLE 16.—SUMMARY of Accidents to Persons for the

A.—Accidents Resulting from the Move

EMPLOYEES—

Number.	Name of Railway.	KIND OF ACCIDENT.									
		Coupling or Uncoupling.		Collisions.		Derailments		Parting of Trains.		Locomotives or Cars Breaking down.	
		Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
1	Can. Gov't. Ry.: Intercolonial										
2	Canadian Northern System						1				
3	Grand Trunk Pacific										
	Final Total						1				

EMPLOYEES—

1	Canada & Gulph Terminal										
2	Canada Southern		1		1						
3	Can. Gov't. Ry.: Intercolonial				3						
4	Canadian Northern System										
5	Canada Pacific				2	3					2
6	Dominion Atlantic										
7	Grand Trunk		6		4		1				
8	Grand Trunk Pacific				4		6				
9	International of N.B.										
10	Pere Marquette										
	Final Total		7		14	3	7				2

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Year ending June 30, 1915, showing kind of Accident.

ment of Trains, Locomotives or Cars.

TELEGRAPH EMPLOYEES.

Kind of Accident.										Total Accidents to Telegraph employees.		
Falling from Trains, Locomotives or Cars.		Jumping on or off Trains, Locomotives or Cars.		Struck by Trains, Locomotives or Cars.		Overhead Obstructions.		Other Causes.				
Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Number.
									1		1	1
											1	2
									1		1	3
									2		3	

OTHER EMPLOYEES:

											1	1
			1								3	2
			1	3	3					3	7	3
	2				2				3		7	4
	8		2	1	3		2		22	4	41	5
	1										1	6
1	13		4	4	8		1		4	5	41	7
	5		2		2				1		20	8
1										1		9
									1		1	10
2	29		10	8	19		3		31	13	122	

TABLE 16.—SUMMARY of Accidents to Persons for the

A.—Accidents Resulting from the Move

OTHER PERSONS—

Number.	Name of Railway.	Kind of Accident.									
		Collisions.		Derailments		Parting of Trains.		Locomotives or Cars. Breaking Down.		Falling from Trains, Locomotives or Cars.	
		Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
1	Canada Southern									1	1
2	Can. Gov't. Ry.: Intercolonial										1
3	Canadian Northern System										
4	Canada Pacific									4	5
5	Crows Nest Southern										
6	Dominion Atlantic										
7	Esquimalt & Nanaimo										
8	Grand Trunk				1					2	1
9	Grand Trunk Pacific									1	1
10	Massawippi Valley										
11	Midland of Manitoba										
12	Nelson & Fort Sheppard										
13	Pere Marquette									1	2
14	Quebec Central										
15	Quebec Ry., Ltd. & Power Co										
16	Sydney & Louisburg									1	
17	Temiskaming & North'n Ontario										
18	Toronto, Hamilton & Buffalo										
19	Vancouver, Victoria & Eastern										1
20	Wabash (Canada)										
	Final total				1					10	12

OTHER PERSONS—

1	Canada Southern										
2	Can. Gov't. Ry.: Intercolonial		1								
3	" Prince Ed. Is										
4	Canadian Northern System										1
5	Canada Pacific									1	4
6	Dominion Atlantic										
7	Grand Trunk										
8	Grand Trunk Pacific		2								
9	Hereford										
10	Massawippi Valley										
11	Montreal & Atlantic										
12	Pere Marquette										
13	St. Lawrence & Adirondack										
14	Toronto, Hamilton & Buffalo										
15	Vancouver, Victoria & Eastern										
16	Wabash (Canada)										
	Final total		3							1	5

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Year ending June 30, 1915, showing kind of Accident.

ment of Trains, Locomotives or Cars.

TRESPASSING.

Kind of Accident.										Total Accidents to passengers.		
Jumping on or off Trains, Locomotives, or Cars.		Struck by Trains, Locomotives or Cars.						Other Causes.				
		At Highway Crossings.		At Stations.		At Other Points Along track.						
Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Number.
						3	2			4	3	1
3	5		3			8	5		3	11	17	2
	1	2	1	3	5	5	9	1	1	11	17	3
3	25	3	5	5	2	37	19	5	7	57	63	4
							1				1	5
						1				1		6
						1	2			1	2	7
2	6	3	1	1		55	16		2	63	27	8
1	3			1			1			3	5	9
						1				1		10
							1				1	11
						1				1		12
							1			1	3	13
						3				3		14
					1		1				2	15
						2				3		16
1										1		17
	1					1	1			1	2	18
								1		1	1	19
	1	1		1		3	2			5	3	20
10	42	9	10	11	8	121	61	7	13	168	147	

NOT TRESPASSING.

		1	3							1	3	1
3	6	5	2						2	8	11	2
2									1	2	1	3
		9	10	2	1		5		1	11	18	4
1	6	15	26	2	7	1	6	2	13	22	62	5
						1				1		6
	1	23	55		1	2			2	25	59	7
					1						3	8
			1								1	9
		2								2		10
		1								1		11
			2								2	12
									1		1	13
							1		1		2	14
									2		2	15
			2								2	16
6	13	56	101	4	10	4	12	2	23	73	167	

TABLE 16.—SUMMARY of Accidents to Persons for the

A.—Accidents Resulting from the Move

STATION MEN.

Number.	Name of Railway.	Kind of Accident.										Total Accidents to Trackmen.	
		Handling Traffic.		Handling Tools. Machinery, &c.		Handling Supplies, &c.		Getting on or off Locomotives or Cars at Rest.		Other Causes.			
		Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
1	Algoma Central & Hudson Bay												
2	Canada Southern		1				1				1		3
3	Can. Gov't. Ry.: Intercolonial								1		3		4
4	Canadian Northern System		9		2						1		12
5	Canada Pacific		48		7		8		7		21		91
6	Grand Trunk										1		1
7	Grand Trunk Pacific		1								1		2
8	Manitoba Great Northern										1		1
9	Massawippi Valley										2		2
10	Midland of Manitoba		1		1								2
11	Ottawa & New York		1										1
12	Pere Marquette												
13	Quebec Central												
14	Stanstead, Shefford & Chambly		1										1
15	Temiscouata												
16	Temiskaming & Northern Ontario		12										12
17	Toronto, Hamilton & Buffalo		1										1
18	Vancouver, Victoria & Eastern		1										1
19	Wabash (Canada)		1								1		2
	Final total		77		10		9		8		32		136

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ment of Trains, Locomotives or Cars.

SHOPMEN.

Kind of Accident.										Total Accidents to Shopmen.		
Handling Traffic.		Handling Tools Machinery, &c.		Handling Supplies, &c.		Getting on or off Locomotives or Cars at Rest.		Other Causes.				
Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Number.
.....	.....	.....	4	.....	.....	.....	1	.....	.....	.....	5	1
.....	.....	.....	41	.....	7	.....	1	.....	17	.....	66	2
.....	.....	.....	1	.....	.....	.....	1	.....	.....	.....	2	3
.....	.....	1	34	.....	3	.....	3	.....	27	1	67	4
.....	.....	.....	167	.....	33	.....	21	.....	76	.....	297	5
.....	.....	.....	6	.....	.....	.....	1	.....	11	.....	18	6
.....	.....	.....	56	.....	.....	.....	1	.....	18	.....	75	7
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	8
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	9
.....	1	.....	.....	.....	.....	.....	.....	.....	.....	.....	1	10
.....	.....	.....	1	.....	.....	.....	.....	.....	.....	.....	1	11
.....	.....	.....	9	.....	4	.....	1	.....	1	.....	15	12
.....	.....	.....	7	.....	.....	.....	.....	.....	.....	.....	7	13
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	14
.....	.....	.....	1	.....	.....	.....	.....	.....	2	.....	3	15
.....	.....	.....	4	.....	.....	.....	.....	.....	.....	.....	4	16
.....	.....	.....	1	.....	2	.....	.....	.....	3	.....	6	17
.....	.....	.....	2	.....	.....	.....	.....	.....	.....	.....	2	18
.....	.....	.....	2	.....	.....	.....	1	.....	2	.....	5	19
.....	1	1	336	.....	49	.....	31	.....	157	1	574	

TABLE 16.—SUMMARY of Accidents to Persons for the

A.—Accidents Resulting from the Move

TRACKMEN.

Number.	Name of Railway.	Kind of Accident.										Total Accidents to Trackmen.	
		Handling Traffic.		Handling Tools. Machinery, &c.		Handling Supplies, &c.		Getting on or off Locomotives or Cars at Rest.		Other Causes.			
		Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
1	Algoma Central & Hudson Bay				1		5						6
2	Algoma Eastern						1				1		2
3	Brandon, Sask'n & Hudson Bay				1								1
4	Canada Southern				11		13						24
5	Can. Gov't. Ry.: Intercolonial										1		1
6	Can. Northern System				13		15		2	1	6	1	36
7	Canada Pacific		3		92		60	1	6		85	1	246
8	Crows Nest Southern												
9	Esquimalt & Nanaimo						1						1
10	Grand Trunk						9				8		17
11	Grand Trunk Pacific				2		1			1	24	1	27
12	Hereford						2				1		3
13	London & Port Stanley						1						1
14	Manitoba Great Northern						1						1
15	Massawippi Valley												
16	Midland of Manitoba												
17	Montreal & Atlantic												
18	Montreal & Vermont Junction						1						1
19	Ottawa & New York												
20	Pere Marquette				2		2	1				1	4
21	Quebec Central										9		9
22	Quebec, In'tl. & Southern						1						1
23	St. Lawrence & Adirondack						2						2
24	Sydney & Louisburg				1								1
25	Temiscouata				2						3		5
26	Temiskaming & Northern Ontario				8						7		15
27	Toronto, Hamilton & Buffalo						4						4
28	Vancouver, Victoria & Eastern						8				3		11
29	Wabash (Canada)				2		3		1		4		10
	Final total		3		135		130	2	9	2	152	4	429

PASSENGERS.

1	Canada Southern		1								1		2
2	Canada Northern System												
3	Canada Pacific								5		12		17
4	Grand Trunk										12		12
5	Ottawa & New York												
6	Pere Marquette										1		1
	Final total		1						5		26		32

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Year ending June 30, 1915, showing kind of Accident.

ment of Trains, Locomotives or Cars.

OTHER EMPLOYEES.

Kind of Accident.										Total Accidents to Shopmen.		
Handling Traffic.		Handling Tools Machinery, &c.		Handling Supplies, &c.		Getting on or off Locomotives or Cars at Rest.		Other Causes.				
Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Number.
.....	.....	.....	4	.....	.....	.....	.....	.....	3	.....	7	1
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	2
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	3
.....	.....	.....	7	....	4	.....	5	.....	10	.....	26	4
.....	.....	.....	.....	.....	6	.....	.....	.....	2	.....	8	5
1	1	.....	3	.....	7	.....	2	.....	11	1	24	6
.....	62	1	46	1	34	.....	13	1	128	3	283	7
.....	.....	.....	.....	.....	1	.....	.....	.....	4	.....	5	8
.....	.....	.....	.....	.....	.....	.....	.....	.....	1	.....	1	9
.....	9	2	4	.....	3	.....	2	1	36	3	54	10
.....	5	.....	4	.....	.....	.....	2	1	36	1	47	11
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	12
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	13
.....	1	.....	.....	.....	.....	.....	.....	.....	.....	.....	1	14
.....	.....	.....	1	.....	.....	.....	.....	.....	.....	.....	1	15
.....	.....	.....	.....	.....	.....	.....	.....	.....	1	.....	1	16
.....	.....	.....	1	.....	.....	.....	.....	.....	.....	.....	1	17
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	18
.....	.....	.....	.....	.....	.....	.....	.....	.....	1	.....	1	19
.....	.....	.....	.....	.....	.....	.....	.....	.....	1	.....	1	20
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	21
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	22
.....	1	.....	.....	.....	1	.....	.....	.....	.....	.....	2	23
.....	.....	.....	1	.....	.....	.....	.....	.....	.....	.....	1	24
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	25
.....	.....	.....	.....	.....	.....	.....	.....	.....	1	.....	1	26
.....	.....	.....	.....	.....	1	.....	.....	.....	.....	.....	1	27
.....	.....	.....	3	.....	2	.....	1	.....	11	.....	17	28
.....	.....	.....	.....	.....	.....	.....	.....	.....	5	.....	5	29
1	79	3	74	1	59	.....	25	3	251	8	488	

OTHER PERSONS.

.....	1	.....	.....	.....	.....	.....	.....	.....	1	.....	2	1
.....	1	.....	.....	.....	.....	.....	1	.....	.....	.....	2	2
.....	1	.....	3	.....	1	.....	1	5	21	5	27	3
.....	1	.....	.....	.....	.....	.....	1	1	.....	1	2	4
.....	.....	.....	.....	.....	.....	.....	.....	.....	1	.....	1	5
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	6
.....	4	.....	3	.....	1	.....	3	6	23	6	34	

ELECTRIC

TABLE 1.—SUMMARY of Road, Mileage,

No.	Name of Railway.	TRACK MILEAGE. Length of Road First Main Track.	Length of Road Second Main Track.	Total Main Track.	Length of Sidings and Turnouts.	Total Computed as Single Track.
1	Berlin and Waterloo	3·28	1·40	4·68	38	5·06
2	Berlin and Northern	3·15	.....	3'15	·10	3·25
3	Berlin, Waterloo, Wellesley and Lake Huron	17·81	1·36	19·17	7·25	26·42
4	Brandon Municipal	8·50	.....	8·50	.....	8·50
5	Brantford and Hamilton	23·00	.....	23·00	.....	23·00
6	British Columbia	242·55	65 68	308·23	43·60	351·83
7	Calgary Municipal	55·00	15·50	70·50	1·00	71·50
8	Canadian Resources Development	1·75	.....	1·75	·16	1·91
9	Cape Breton	30·52	.....	30·52	1·10	31·62
10	Chatham, Wallaceburg & Lake Erie	36·94	.....	36·94	3·66	40·60
11	Cornwall	4·00	.....	4·00	2·50	6·50
12	Edmonton Interurban (not operated)	8·19	.....	8·19	·50	8·69
13	Edmonton Radial	52·37	.....	52·37	1·54	53·91
14	Fort William	19·88	9·56	29·44	·94	30·38
15	Grand Valley, now Brantford Mun.	29·96	1·95	31·91	.....	31·91
16	Guelph Radial	8·50	.....	8·50	·33	8·83
17	Halifax Tramway	12·29	9·29	21·58	·4	21·62
18	Hamilton and Dundas	7·00	.....	7·00	.....	7·00
19	Hamilton, Grimsby and Beamsville	22·00	.....	22·00	.....	22·00
20	Hamilton Street	30·06	.....	30·06	.....	30·06
21	Hamilton Radial	25·00	8·69	33·69	.....	33·69
22	Hull	15·67	12'15	27·82	3·49	31·31
23	International Transit	4·30	.....	4·30	·22	4·52
24	Kingston, Portsmouth & Cataraqui	8·00	.....	8·00	.....	8·00
25	Lethbridge Municipal	11·00	.....	11·00	·07	11·07
26	Levis County	11·75	11·75	23·50	.....	23·50
27	London Street	25·73	6·79	32·52	·73	33·25
28	London and Lake Erie	28·00	.....	28·00	1·50	29·50
29	Moncton Tramways	4·47	.....	4·47	·03	4·50
30	Montreal Tramways*	124·26	80·41	204·67	28·82	233·49
31	Montreal and Southern Counties	36·84	.....	36·84	4·33	41·17
32	Moosejaw	.9·00	1·50	10·50	1·50	12·00
33	Nelson	2·13	1·25	3·38	·05	3·43
34	Niagara Falls, Park and River	11·91	11·26	23·17	1·37	24·54
35	Niagara, St. Catharines and Toronto	60·89	.....	60·89	18·98	79·87
36	Niagara, Welland and Lake Erie	1·87	.....	1·87	·30	2·17
37	Nippissing Central	15·37	.....	15·37	4·65	20·02
38	Oshawa	9·00	3·00	12·00	1·00	13·00
39	Ottawa	24·99	24·49	49·48	1·93	51·41
40	Peterborough Radial	6·04	.....	6·04	·65	6·69
41	Port Arthur	12·43	6·10	18·53	1·00	19·53
42	Pictou County	.....	.....	.....	.....	.....
43	Quebec Ry., Light & Power (Citadel)	19·77	.....	19·77	.....	19·77
44	Quebec Ry., Light & Power (Montmorency)	28·60	9·80	38·40	3·00	41·40
45	Regina Municipal	30·85	.....	30·85	2·15	33·00
46	Sandwich, Windsor & Amherstburg	40·27	.....	40·27	.....	40·27
47	Sarnia	8·25	.....	8·25	1·00	9·25
48	Sherbrooke	9·00	.....	9·00	·53	9·53
49	St. John, N.B.	.....	.....	.....	.....	.....
50	St. Stephen	7·00	.....	7·00	.....	7·00
51	St. Thomas	7·00	.....	7·00	.....	7·00
52	Suburban Rapid Transit	21·02	.....	21·02	.....	21·02
53	Saskatoon Municipal	12·63	3·53	16·16	1·2	16·28
54	Toronto	62·29	62·29	124·58	10·13	134·71
55	Toronto Suburban	18·79	.....	18·79	1·71	20·50
56	Toronto and York Radial	72·43	.....	72·43	9·57	82·00
57	Winnipeg	108·42	.....	108·42	.....	108·42
58	Windsor, Essex and Lake Shore	36·17	1·13	37·30	1·85	39·15
59	Winnipeg, Selkirk & Lake Winnipeg	39·40	.....	39·40	.....	39·40
60	Yarmouth	3·00	.....	3·00	.....	3·00
	Total	1,590·29	348·88	1,939·17	163·78	2,102·95

*1911 Figures.

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RAILWAYS.

Passengers and Freight carried, Year ending June 30, 1915.

Car Mileage.				Passenger Traffic.			Ft. Traf.	
Length of Track Leased.	Passenger Car Mileage.	Freight, Mail and Express Car Mileage.	Total Car Mileage.	Fare Passengers Carried.	Transfer Passengers Carried.	Total Passengers Carried.	Number of Tons of Freight Carried.	No.
.....	211,178	.....	211,178	975,514	19,479	994,993	.....	1
·70	35,317	.....	35,317	188,197	.....	188,197	.....	2
.....	278,618	39,820	318,438	1,232,724	.....	1,232,724	139,416	3
.....	269,736	.....	269,736	782,011	.....	782,011	.....	4
.....	318,976	38,824	357,800	532,155	.....	532,155	3,646	5
141 30	11,475,455	732,565	12,208,020	46,330,096	8,271,164	54,601,260	258,029	6
.....	2,819,804	2,895	2,822,699	14,073,278	5,000,000	19,073,278	.....	7
.....	37,191	.....	37,191	8,500	.....	8,500	.....	8
19·03	659,188	19,093	678,281	3,636,452	72,419	3,708,871	.....	9
.....	276,605	194,386	470,991	375,955	.....	375,955	94,485	10
.....	195,262	16,883	212,145	387,911	.....	387,911	71,470	11
.....	.....	.....	.....	.....	.....	.....	.....	12
.....	1,964,580	25,584	1,990,434	11,886,810	1,429,949	13,316,759	3,840	13
10·60	606,197	8,575	614,772	2,723,308	274,260	2,997,568	37,085	14
.....	364,801	.....	364,801	981,475	.....	981,475	150	15
.....	238,130	8,100	246,230	1,142,699	161,242	1,303,941	7,272	16
.....	1,370,430	.....	1,370,430	7,316,727	695,482	8,012,209	.....	17
.....	149,421	39	149,460	731,544	.....	731,544	10	18
.....	355,598	32,925	388,523	723,856	.....	723,856	40,039	19
.....	2,347,441	.....	2,347,441	14,065,104	3,569,258	17,634,362	.....	20
.....	506,182	16,685	522,867	1,542,367	.....	1,542,367	10,336	21
1·82	806,415	28,784	835,199	2,351,808	97,000	2,448,808	6,205	22
.....	301,295	.....	301,295	1,408,376	.....	1,408,376	.....	23
.....	199,680	.....	199,680	970,904	146,629	1,117,533	.....	24
.....	304,978	.....	304,978	871,353	128,093	999,446	.....	25
.....	424,314	6,486	430,800	1,847,348	352,548	2,199,896	2,288	26
.....	17,888,501	.....	17,888,501	10,408,987	1,730,969	12,139,956	.....	27
.....	363,785	36,676	400,461	671,381	.....	671,381	8,274	28
1·77	116,668	.....	116,668	429,555	.....	429,555	.....	29
.....	17,888,939	255,159	18,144,098	153,576,27	53,316,530	206,892,801	302,307	30
.....	549,333	55,004	604,337	1,951,811	90,037	2,041,848	.....	31
.....	470,818	.....	470,818	1,805,372	.....	1,805,372	.....	32
.....	66,015	.....	66,015	229,645	.....	229,645	.....	33
.....	277,226	.....	277,226	1,227,709	.....	1,227,709	.....	34
.....	1,227,873	86,604	1,311,477	4,771,004	45,241	4,816,245	421,596	35
.....	88,920	.....	88,920	412,603	.....	412,603	.....	36
13·23	289,858	3,320	293,178	1,423,148	.....	1,423,148	19,356	37
.....	42,255	37,200	79,455	215,224	.....	215,224	106,330	38
2·22	4,970,177	.....	4,970,177	25,321,547	8,440,516	33,762,063	.....	39
.....	429,093	.....	429,093	1,108,568	214,348	1,322,916	.....	40
.....	619,196	13,084	632,280	2,303,855	233,787	2,537,642	60,744	41
.....	.....	.....	.....	.....	.....	.....	.....	42
.....	2,089,489	41	2,089,530	11,242,483	2,477,370	13,719,853	220	43
.....	426,985	.....	426,985	1,649,073	.....	1,649,073	.....	44
.....	956,195	10,671	966,866	3,937,742	527,294	4,465,036	38,533	45
9·45	1,034,702	.....	1,034,702	5,074,297	679,223	5,753,520	.....	46
.....	204,244	4,952	209,196	1,000,402	64,358	1,064,760	11,124	47
.....	436,988	.....	436,988	1,030,257	203,953	1,234,210	.....	48
.....	.....	.....	.....	.....	.....	.....	.....	49
3·00	183,960	.....	183,960	749,855	25,198	775,053	.....	50
.....	295,785	.....	295,785	498,858	184,215	683,073	.....	51
.....	399,594	.....	399,594	1,029,817	.....	1,029,817	742	52
.....	703,367	.....	703,367	2,804,780	468,709	3,273,489	.....	53
.....	22,417,103	.....	22,417,103	146,603,651	64,346,358	210,950,009	.....	54
.....	420,481	1,832	422,313	2,463,791	165,844	2,629,635	.....	55
.....	1,433,524	96,116	1,529,640	6,188,530	.....	6,188,530	57,551	56
.....	9,589,702	.....	9,589,702	53,630,490	19,216,526	72,847,016	.....	57
.....	305,911	79,378	385,289	509,973	9,623	519,596	29,808	58
.....	439,371	.....	439,371	676,313	.....	676,313	5,053	59
.....	97,128	.....	97,128	268,911	.....	268,911	.....	60
203·12	113,239,978	1,851,951	115,091,929	562,302,375	172,657,622	734,959,997	1,735,909	

TABLE 2.—AMOUNT of Railway Capital at the

No	1 Name of Electric Railway.	2 Stocks. Amount Outstanding.	3 Stocks. Amount per mile of Line.	4 Stocks. Proportion to total Railway Capital 100 x Col. 2. Col. 12.
		$	$	Per cent.
1	Berlin and Waterloo			
2	Berlin and Northern	17,400	6,825	88·78
3	Berlin, Waterloo, Wellesley and Lake Huron	125,000	7,018	22·69
4	Brandon Municipal			
5	Brantford and Hamilton	300,000	13,043	31·23
6	Brantford Municipal			
7	British Columbia	9,173,000	26,619	58·00
8	Calgary Municipal			
9	Canadian Resources Development	486,000	255,455	100·00
10	Cape Breton (*a*)	1,359,000	114,974	58·00
11	Chatham, Wallaceburg and Lake Erie	760,600	18,734	48·70
12	Cornwall	200,000	50,000	100·00
13	Edmonton Interurban	600,000	73,260	100·00
14	Edmonton Radial			
15	Fort William Terminal Railway and Bridge Co.	12,500		
16	Fort William			
17	Grand Valley	1,100,000	25,999	60·00
18	Guelph Radial	169,900	19,151	100·00
19	Halifax Tramway (*a*)	1,400,000	64,755	70·00
20	Hamilton and Dundas	100,000	14,285	50·00
21	Hamilton, Grimsby and Beamsville	235,000	10,682	61·03
22	Hamilton Radial	111,150	4,446	41·00
23	Hamilton Street	914,000	29,869	66·52
24	Hull	292,600	16,000	100·00
25	International Transit Co	150,000	34,884	40·00
26	Kingston, Portsmouth and Cataraqui	83,100	10,388	45·60
27	Lethbridge Municipal			
28	Levis County	412,900	35,140	73·00
29	London Street	556,000	21,609	45·38
30	London and Lake Erie	2,000,000	71,429	70·40
31	Moncton Tramways (*a*)	1,125,400	413,750	76·00
32	Montreal Tramways	2,963,970		53·00
33	Montreal and Southern Counties	1,000,000	85,984	52·00
34	Moosejaw	751,227	83,469	100·00
35	Nelson			
36	Niagara Falls, Park and River			
37	Niagara, St. Catharines and Toronto	925,000	11,581	45·70
38	Niagara, Welland and Lake Erie	250,000	133,690	81·00
39	Nipissing Central	530,000	105,900	100·00
40	Oshawa	40,000	3,077	33·80
41	Ottawa	1,876,900	38,156	80·49
42	Petreborough Radial	100,000	14,948	34·16
43	Pictou County	300,000	37,037	50·00
44	Port Arthur			
45	Quebec Railway, Light and Power Co. (*a*)	3,250,000	53,132	55·00
46	Regina			
47	Sandwich, Windsor and Amherstburgh	297,000	7,425	33·11
48	Sarnia	90,000	9,838	54·90
49	Saskatoon			
50	Sherbrooke (*a*)	1,090,500	114,429	50·00
51	St. John	800,000	42,105	44·41
52	St. Stephen	100,000	14,375	50·00
53	St. Thomas	85,028	12,147	100·00
54	Suburban Rapid Transit	100,000	4,800	16·66
55	Sydney and Glace Bay	500,000	26,738	55·43
56	Toronto	12,000,000	96,774	71·00
57	Toronto Suburban	1,500,000	79,787	36·00
58	Toronto and York Radial	2,000,000	24,390	54·95
59	Windsor, Essex and Lake Shore	750,000	18,750	50·00
60	Winnipeg (*a*)	13,380,000	123,888	71·00
61	Winnipeg, Selkirk and Lake Winnipeg	115,000	2,918	22·30
62	Yarmouth (*a*)	220,000	73,333	51·00
	Final Totals	66,696,675		

(*a*) Capital represents all divisions of the Company.

close of the Year ending June 30, 1915.

5	6	7	8	9	12	13	
	Funded Debt.		Funded Debt.		Summary.		
Amount Outstanding Cols. 8+9+10+11	Amount per mile of Line.	Proportion to total Railway Capital. 100 x Col. 5 / Col. 12.	Designation. Bonds.	Miscellaneous Obligations.	Total Railway Capital. Cols. 2+5.	Amount per Mile of Line. Cols. 3+6.	No.
$	$	Per cent.	$	$	$	$	
155,609	47,441	100·00	155,609	.....	155,609	47,441	1
2,400	942	11·22	2,400	.....	19,800	7,767	2
426,000	23,919	77·31	426,000	.....	551,000	30,937	3
450,000	52,941	100·00	450,000	.....	450,000	52,941	4
660,000	28,696	68·77	660,000	.....	960,000	41,739	5
200,000	6,666	100·00	200,000	.....	200,000	50,000	6
6,827,000	19,812	42·00	6,827,000	.....	16,000,000	46,431	7
2,280,210	31,891	100·00	2,280,210	.....	2,280,210	31,891	8
.....	.....	.....	.....	.....	486,090	255,455	9
1,053,000	89,086	42·00	1,053,000	.....	2,412,000	204,060	10
800,000	21,657	51·30	800,000	.....	1,560,600	40,391	11
.....	.....	.....	.....	.....	200,000	50,000	12
.....	.....	.....	.....	.....	600,000	73,260	13
3,002,537	55,695	100·00	3,002,537	.....	3,002,537	55,695	14
.....	.....	.....	.....	.....	12,500	.....	15
1,112,000	56,218	100·00	1,112,000	.....	1,112,000	56,218	16
688,800	17,036	40·00	688,800	.....	1,788,800	43,035	17
.....	.....	.....	.....	.....	169,000	19,151	18
600,000	27,752	30·00	600,000	.....	2,000,000	92,507	19
100,000	14,285	50·00	100,000	.....	200,000	28,570	20
150,000	6,818	38·97	150,000	.....	385,000	17,500	21
160,000	6,400	59·00	160,000	.....	271,150	10,846	22
460,000	15,033	33·48	460,000	.....	1,374,000	44,902	23
.....	.....	.....	.....	.....	292,000	16,000	24
220,000	51,162	60·00	220,000	.....	370,000	86,046	25
99,250	12,406	54·40	99,250	.....	182,350	22,794	26
408,877	37,171	100·00	408,877	.....	408,877	37,171	27
151,100	12,860	27·09	151,100	.....	564,000	48,000	28
669,000	26,001	54·62	669,000	.....	1,255,000	47,610	29
840,000	30,000	29·60	840,000	.....	2,840,000	101,429	30
387,000	12,316	24·00	387,000	.....	1,512,400	556,066	31
32,771,487	.....	47·00	32,771,487	.....	35,735,457	.....	32
949,627	81,864	48·00	949,627	.....	1,949,627	167,848	33
.....	.....	.....	.....	.....	751,227	83,469	34
81,000	24,000	100·00	81,000	.....	81,000	24,000	35
600,000	50,378	100·00	600,000	.....	600,000	50,378	36
1,098,000	13,747	54·30	1,098,000	.....	2,023,000	25,328	37
61,500	32,887	19·00	52,000	9,500	311,500	166,577	38
.....	.....	.....	.....	.....	530,000	105,900	39
78,452	6,035	66·20	78,452	.....	118,452	9,112	40
455,000	9,250	19·51	455,000	.....	2,331,900	47,406	41
192,753	28,813	65·84	192,753	.....	292,753	43,761	42
300,000	37,037	50·00	300,000	.....	600,000	74,074	43
886,647	4,540	100·00	886,647	.....	886,647	4,540	44
2,513,434	41,089	45·00	2,500,000	13,434	5,763,434	94,221	45
1,475,000	44,679	100·00	1,475,000	.....	1,475,000	44,697	46
600,000	14,850	66·89	600,000	.....	897,000	22,275	47
80,000	8,540	45·10	80,000	.....	170,000	18,378	48
739,644	45,433	100·00	625,000	114,644	739,644	45,433	49
1,090,500	114,429	50·00	1,090,500	.....	2,181,000	228,858	50
1,000,000	52,361	55·59	1,000,000	.....	1,800,000	94,736	51
100,000	14,375	50·00	100,000	.....	200,000	28,750	52
.....	.....	.....	.....	.....	85,028	12,147	53
500,000	24,000	83·34	500,000	.....	600,000	28,800	54
402,000	21,978	44·57	402,000	.....	902,000	48,716	55
5,139,500	41,447	29·00	5,139,500	.....	17,139,500	138,221	56
2,628,000	140,000	64·00	2,628,000	.....	4,128,000	219,787	57
1,640,000	20,000	45·05	1,640,000	.....	3,640,000	44,390	58
750,000	18,750	50·00	750,000	.....	1,500,000	37,500	59
5,000,000	46,296	29·00	5,000,000	.....	18,380,000	170,184	60
400,000	10,153	77·70	400,000	.....	515,000	13,071	61
212,000	70,666	49·00	212,000	.....	432,000	143,999	62
83,647,327	.....	.....	83,509,749	137,578	150,344,002		

TABLE 3.—Income Account

No.	Name of Railway.	Income.			
		Net Earnings from Operation.	Net Loss from Operation.	Miscellaneous Income.	Total Income from Operation.
		$ cts.	$ cts.	$ cts.	$ cts.
1	Berlin and Waterloo	14,436 75			14,436 75
2	Berlin and Northern	352 18			352 18
3	Berlin, Waterloo, Wellesley and Lake Huron	71,593 86			71,593 86
4	Brandon Municipal	7,574 18			7,574 18
5	Brantford and Hamilton	31,108 73			31,108 73
6	British Columbia	276,265 90		1,730,733 79	2,006,999 69
7	Calgary	183,029 67		13,660 87	196,690 54
8	Canadian Resources Development		1,346 79		−1,346 79
9	Cape Breton	62,242 75		113,615 14	175,857 89
10	Chatham, Wallaceburg and Lake Erie	35,027 38			35,027 38
11	Cornwall	5,486 94		155 17	5,642 11
12	Edmonton Radial	155,240 48			155,240 48
13	Fort William	32,170 42			32,170 42
14	Grand Valley, now Brantford Municipal	16,188 96			16,188 96
15	Guelph Radial	12,727 71		143 06	12,870 77
16	Halifax Tramway	108,094 42		179,954 68	288,049 10
17	Hamilton and Dundas	10,027 44			10,027 44
18	Hamilton, Grimsby and Beamsville	21,678 52			21,678 52
19	Hamilton Radial	28,066 90			28,066 90
20	Hamilton Street	180,811 04			180,811 04
21	Hull	35,986 67		28,935 96	64,922 57
22	International Transit Co	21,744 80		7,419 33	29,164 13
23	Kingston, Portsmouth and Cataraqui	5,905 13		1,407 69	7,312 82
24	Lethbridge Municipal	3,907 64		720 06	4,627 64
25	Levis County	18,910 59			18,910 59
26	London Street	118,521 64			118,521 64
27	London and Lake Erie	45,449 09		86 02	45,535 11
28	Moncton Tramways		2,209 75		−2,209 75
29	Montreal and Southern Counties	5,634 79		372 53	6,007 32
30	Montreal Tramways	2,811,235 23			2,811,235 23
31	Moosejaw		16,367 78		−16,367 78
32	Nelson	769 65			769 65
33	Niagara Falls, Park and River	45,667 74		6,137 79	51,745 53
34	Niagara, St. Catharines and Toronto	166,124 61			166,124 61
35	Niagara, Welland and Lake Erie	8,749 62			8,749 62
36	Nipissing Central	28,720 11			28,720 11
37	Oshawa	18,305 38		827 13	19,132 51
38	Ottawa	379,349 78			379,349 78
39	Peterborough Radial	13,521 63			13,521 63
40	Pictou County				
41	Port Arthur	25,845 41		1,271 56	27,116 97
42	Quebec Railway, Light and Power Co. (Citadel)	187,334 03			187,334 03
43	" " " (Montmorency)	55,500 09			55,500 09
44	Regina		7,441 22		−7,441 22
45	Sandwich, Windsor and Amherstburgh	101,332 16		37,202 19	138,534 35
46	Sarnia	12,734 55			12,734 55
47	Sherbrooke	7,700 14		48,220 57	55,920 71
48	St. Stephen	8,993 24			8,993 24
49	St. Thomas		7,527 46		−7,527 46
50	Saskatoon	16,977 05			16,977 05
51	Suburban Rapid Transit	25,265 51			25,265 51
52	Toronto	2,381,107 39			2,381,107 39
53	Toronto Suburban	65,613 55		2,734 56	68,348 11
54	Toronto and York Radial	157,479 99			157,479 99
55	Windsor, Essex and Lake Shore	54,409 71			54,409 71
56	Winnipeg	687,306 19		741,583 02	1,428,889 21
57	Winnipeg, Selkirk and Lake Winnipeg	47,399 43		8,592 40	55,991 83
58	Yarmouth	10,383 75		200 88	10,584 63
	Total	8,825,950 52	34,893 00	2,923,974 28	11,715,031 80

SESSIONAL PAPER No. 20b

for the Year ending June 30, 1915.

Deductions from Income.					Net.		No.
Taxes.	Interest on Funded Debt.	Interest on Floating Debt.	All Other Deductions.	Total.	Income.	Deficit.	
$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	
.....	8,723 27	780 22	.....	9,503 49	4,933 26	.....	1
192 15	120 00	915 84	.....	1,227 99	.....	875 81	2
4,231 04	17,040 00	1,428 03	.....	22,699 07	48,894 79	.....	3
.....	19,200 00	267 34	.....	19,467 34	.....	11,893 16	4
4,080 55	39,600 00	93,025 65	.....	136,706 20	.....	105,597 47	5
140,666 25	645,792 94	.....	161,490 00	947,949 19	1,059,050 50	.....	6
4,328 81	106,359 48	2,023 04	.....	112,711 33	83,979 21	.....	7
.....	.....	.....	.....	.....	.....	1,346 79	8
9,915 66	50,993 76	3,675 74	49,300 00	113,885 16	61,972 73	.....	9
2,477 51	34,725 00	1,343 38	.....	38,545 89	.....	3,518 51	10
738 08	.....	165 46	1,121 04	2,024 58	3,617 53	.....	11
102,617 98	143,640 67	85,206 03	.....	331,464 68	.....	176,224 20	12
.....	53,190 00	28,697 64	.....	81,887 64	.....	49,717 22	13
.....	5,000 00	.....	.....	5,000 00	11,188 96	.....	14
1,653 89	.....	.....	.....	1,653 89	11,216 88	.....	15
18,230 94	30,000 00	.....	.....	48,230 94	239,818 16	.....	16
1,285 38	5,000 00	193 63	.....	6,479 01	3,548 43	.....	17
3,810 32	7,500 00	3,166 69	.....	14,477 01	7,201 51	.....	18
5,076 23	8,000 00	50,867 50	.....	63,943 83	.....	35,876 93	19
60,026 01	21,137 40	8,758 96	.....	89,922 37	90,888 67	.....	20
936 60	.....	75,000 00	.....	75,936 60	.....	11,014 03	21
1,723 30	11,000 00	2,907 40	.....	15,630 70	13,533 43	.....	22
.....	120 00	398 50	.....	518 50	6,794 32	.....	23
5,331 02	18,801 36	.....	8,849 90	32,982 28	.....	28,354 64	24
733 32	7,555 00	8,479 52	5,557 71	22,325 55	.....	3,414 96	25
5,676 33	32,289 97	920 12	.....	38,886 42	79,635 22	.....	26
2,115 49	39,242 05	3,433 60	1,576 75	46,367 89	.....	832 78	27
.....	.....	.....	.....	.....	.....	2,209 75	28
2,638 15	.....	.....	.....	2,638 15	3,369 17	.....	29
92,800 00	825,415 12	.....	414,149 31	1,332,364 43	1,478,870 80	.....	30
335 01	.....	.....	.....	335 01	.....	16,702 79	31
.....	2,445 00	.....	.....	2,445 00	.....	1,675 35	32
3,496 77	30,000 00	.....	.....	33,496 77	18,248 76	.....	33
8,047 81	.....	.....	.....	8,047 81	158,076 80	.....	34
389 38	2,600 00	667 07	.....	3,656 45	5,093 17	.....	35
42 19	.....	.....	4,836 66	4,878 85	23,841 26	.....	36
587 19	3,650 00	.....	.....	4,237 19	14,895 32	.....	37
33,772 30	18,260 00	23,740 23	.....	75,772 53	303,577 25	.....	38
245 42	8,637 48	.....	454 52	9,337 42	4,184 21	.....	39
.....	.....	.....	.....	.....	.....	.....	40
.....	68,442 61	.....	.....	68,442 61	.....	41,325 64	41
.....	.....	.....	.....	.....	187,334 03	.....	42
.....	.....	.....	.....	.....	55,500 09	.....	43
.....	70,500 00	.....	24,982 43	95,482 43	.....	102,923 65	44
7,641 65	31,500 00	.....	.....	39,141 65	99,392 70	.....	45
580 47	3,825 00	.....	.....	4,405 47	8,329 08	.....	46
.....	49,535 00	.....	6,361 58	55,896 58	24 13	.....	47
742 18	5,000 00	.....	.....	5,742 18	3,251 06	.....	48
.....	.....	.....	.....	.....	.....	7,527 46	49
.....	33,532 75	.....	.....	33,532 75	.....	16 555 70	50
1,344 82	25,000 00	1,700 01	.....	28,044 83	.....	2,779 32	51
1,087,233 19	163,611 08	.....	6,666 66	1,257,310 93	1,123,596 46	.....	52
1,160 16	15,372 00	.....	13,858 35	30,390 51	37,957 60	.....	53
9,398 94	82,000 01	50,481 46	.....	141,880 41	15,599 58	.....	54
2,000 00	37,500 00	19,415 07	.....	58,915 07	.....	4,505 36	55
241,575 10	250,000 00	58,109 40	.....	549,684 50	879,204 71	.....	56
6,551 41	20,000 00	.....	.....	26,551 41	29,440 42	.....	57
816 66	10,500 00	1,029 88	425 00	12,771 54	.....	2,186 91	58
1,877,245 66	3,062,356 95	526,797 51	699,629 91	6,166,030 03	6,176,060 20	627,058 43	

TABLE 3.—Income Account for

No	Name of Railway.	Deductions from Net Income.		
		Reserves and Special Charges.	Dividends.	Total Deductions.
		$ cts.	$ cts	$ cts.
1	Berlin and Waterloo			
2	Berlin and Northern			
3	Berlin, Waterloo, Wellesley and Lake Huron		12,500 00	12,500 00
4	Brandon Municipal	5,968 07		5,968 07
5	Brantford and Hamilton			
6	British Columbia	766,709 01	524,880 00	1,291,589 01
7	Calgary	74,984 89		74,984 89
8	Canadian Resources Development			
9	Cape Breton	10,638 33	64,665 00	75,303 33
10	Chatham, Wallaceburg and Lake Erie			
11	Cornwall			
12	Edmonton Interurban			
13	Edmonton Radial			
14	Fort William			
15	Grand Valley, now Brantford Municipal			
16	Guelph Radial			
17	Halifax Tramway	1,004 22	112,000 00	113,004 22
18	Hamilton and Dundas		10,000 00	10,000 00
19	Hamilton, Grimsby and Beamsville			
20	Hamilton Radial			
21	Hamilton Street		73,120 00	73,120 00
22	Hull			
23	International Transit Co.	10,000 00		10,000 00
24	Kingston, Portsmouth and Cataraqui			
25	Lethbridge Municipal			
26	Levis County			
27	London Street		33,360 00	33,360 00
28	London and Lake Erie			
29	Moncton Tramways			
30	Montreal and Southern Counties	1,204 38		1,204 38
31	Montreal Tramways		1,078,880 00	1,078,880 00
32	Moosejaw			
33	Nelson			
34	Niagara Falls, Park and River			
35	Niagara, St. Catharines and Toronto			
36	Niagara, Welland and Lake Erie			
37	Nipissing Central			
38	Oshawa			
39	Ottawa		281,535 00	281,535 00
40	Peterborough Radial			
41	Picton County			
42	Port Arthur			
43	Quebec Railway, Light and Power Co. (Citadel)			
44	" " " Montmorency)			
45	Regina Municipal			
46	Saskatoon			
47	Sandwich, Windsor and Amherstburgh			
48	Sarnia		5,400 00	5,400 00
49	Sherbrooke			
50	St. Stephen		3,000 00	3,000 00
51	St. Thomas			
52	Suburban Rapid Transit			
53	Toronto		946,555 96	946,555 96
54	Toronto Suburban			
55	Toronto and York Radial			
56	Windsor, Essex and Lake Shore			
57	Winnipeg		1,192,917 00	1,192,917 00
58	Winnipeg, Selkirk and Lake Winnipeg	14,000 00		14,000 00
59	Yarmouth			
	Total	884,508 90	4,338,812 96	5,223,321 86

the Year ending June 30, 1915—*Continued.*

Profit and Loss Adjustments during the Year.		On June 30, 1915.		No.
Surplus for Year.	Deficit for Year.	Credit.	Debit.	Surplus.	Deficit.	
$ cts.	$ cts	$ cts.	$ cts.	$ cts.	$ cts.	
4,933 26				4,933 26		1
	875 81				875 81	2
36,394 79			2,110 89	34,283 90		3
	17,861 23	26,155 73	36,098 40		27,803 90	4
	105,597 47				105,597 47	5
	232,538 51		6,129 89		238,668 40	6
8,994 32				8,994 32		7
	1,346 79	592 50			754 29	8
	13,330 60				13,330 60	9
	3,518 51				3,518 51	10
3,617 53				3,617 53		11
						12
	176,224 20				176,224 20	13
	49,717 22				49,717 22	14
11,188 96				11,188 96		15
11,216 88				11,216 88		16
126,813 94				126,813 94		17
	6,451 57				6,451 57	18
7,201 51				7,201 51		19
	35,876 93				35,876 93	20
17,768 67				17,768 67		21
	11,014 03				11,014 03	22
3,533 43				3,533 43		23
6,794 32				6,794 32		24
	28,354 64				28,354 64	25
	3,414 96				3,414 96	26
46,275 22		49 80	3,400 00	42,925 02		27
	832 78				832 78	28
	2,209 75				2,209 75	29
2,164 79				2,164 79		30
399,990 80			275,000 00	124,990 80		31
	16,702 79				16,702 79	32
	1,675 35				1,675 35	33
18,248 76				18,248 76		34
158,076 80				158,076 80		35
5,093 17			2,500 00	2,593 17		36
23,841 26				23,841 26		37
14,895 32		1,846 41	535 00	16,206 73		38
22,042 25				22,042 25		39
4,184 21				4,184 21		40
						41
	41,325 64				41,325 64	42
187,334 03				187,334 03		43
55,500 09				55,500 09		44
	102,923 65				102,923 65	45
	16,555 70				16,555 70	46
99,392 70				99,392 70		47
2,929 08				2,929 08		48
24 13				24 13		49
251 06				251 06		50
	7,527 46				7,527 46	51
	2,779 32				2,779 32	52
177,040 50				177,040 50		53
37,957 60				37,957 60		54
55,599 58				15,599 58		55
	4,505 36				4,505 36	56
	313,712 29				313,712 29	57
15,440 42				15,440 42		58
	2,186 91				2,186 91	59
1,524,739 38	1,199,059 47	28,644 44	325,774 18	1,243,089 70	1,214,533 53	

TABLE 4.—SUMMARY of Gross Earnings from

No.	Name of Railway.	Car Earnings.				
		Passenger.	Freight.	Mail and Express.	Other Car Earnings.	Total Car Earnings.
		$ cts.	$ cts.	$ cts.	$ cts.	$ cts.
1	Berlin & Waterloo	44,248 78		1,929 15		46,177 93
2	Berlin & Northern	7,527 88		194 78	79 20	7,801 86
3	Berlin, Waterloo, Wellesley & Lake Huron	89,669 95	84,314 17	10,046 94	135 57	184,166 63
4	Brandon Municipal	34,921 64			400 00	35,321 64
5	Brantford & Hamilton	108,311 16	16,554 20	2,144 61		127,009 97
6	British Columbia	2,561,503 14	324,985 81			2,886,488 95
7	Calgary	593,437 28	3,631 37		4,961 51	602,030 16
8	Canadian Resources Development	425 00			700 00	1,125 00
9	Cape Breton	182,425 61		1,363 69	7,011 22	190,800 52
10	Chatham, Wallaceburg & Lake Erie	64,872 85	51,952 98	2,231 30	738 52	119,795 65
11	Cornwall	16,839 51	9,528 51	832 20		27,200 22
12	Edmonton Radial	573,375 25	1,681 16		4,205 23	579,261 64
13	Fort William	118,969 42	5,858 96	2,059 87	450 00	127,338 25
14	Grand Valley, now Brantford Mun.	71,028 31	2,670 79			73,699 10
15	Guelph Radial	44,674 80	2,697 04			47,371 84
16	Halifax Tramways	319,880 53				319,880 53
17	Hamilton & Dundas	55,953 86	767 43	733 86		57,455 15
18	Hamilton, Grimsby & Beamsville	88,351 05	30,683 15	8,061 94		127,096 14
19	Hamilton Radial	145,779 18	10,446 04	409 81		156,635 03
20	Hamilton Street	549,233 68				549,233 68
21	Hull	131,606 67	18,686 33	3,106 85		153,399 85
22	International Transit Co	59,733 23	20 00			59,753 23
23	Kingston, Portsmouth & Cataraqui	38,730 11				38,730 11
24	Lethbridge Municipal	39,728 50				39,728 50
25	Levis County	83,314 65	4,119 09	335 00		87,768 74
26	London & Lake Erie	116,102 63	13,214 01	4,899 22		134,215 86
27	London Street	380,749 75		1,639,92		382,389 67
28	Moncton Tramways	16,662 26				16,662 26
29	Montreal Tramways (not distribut.)					
30	Montreal & Southern Counties	198,228 85	1,478 99	4,781 29	6,325 11	210,841 24
31	Moosejaw	79,682 95				79,682 95
32	Nelson	12,281 10				12,281 10
33	Niagara Falls, Park & River	125,060 68	346 26	431 60		125,838 54
34	Niagara, St. Catharines & Toronto	369,593 68	200,781 87	2,496 89	21,200 19	594,072 63
35	Niagara, Welland & Lake Erie	19,067 96				19,067 96
36	Nipissing Central	97,902 72	4,762 77		7,599 93	110,265 42
37	Oshawa	10,761 20	53,165 26	4,328 80	482 39	68,737 65
83	Ottawa	1,059,890 84			4,109 76	1,064,000 60
39	Peterborough Radial	49,231 84				49,231 84
40	Pictou County					
41	Port Arthur	101,922 95	3,434 04	762 36		106,119 35
42	Quebec Ry., Lt. & Power Co. (Citadel)	471,322 21	61 34	198 12	9,394 46	480,976 13
43	" " (Montmorency)	179,459 02		5,393 77	8,744 59	193,597 38
44	Regina	168,137 23	12,094 65	1,062 50		181,294 38
45	Sandwich, Windsor & Amherstburg	256,446 00	6,397 46	720 00		263,563 46
46	Sarnia	45,142 66	6,674 27	4,024 28		55,841 21
47	Saskatoon	135,858 56				135,858 56
48	Sherbrooke	44,044 60			222 58	44,267 18
49	St. John					
50	St. Stephen	37,387 80				37,387 80
51	St. Thomas	21,476 81				21,476 81
52	Suburban Rapid Transit	51,952 90		4,773 40		56,726 30
53	Toronto	5,796,454 47				5,796,454 47
54	Toronto Suburban	112,534 65	119 87	185 66		112,840 18
55	Toronto & York Radial	506,248 55	68,588 19	4,737 34		579,574 08
56	Windsor, Essex & Lake Shore	126,719 29	27,598 65	3,275 50	19,09	157,612 53
57	Winnipeg	2,148,949 03		480 00	5,866 00	2,155,295 03
58	Winnipeg, Selkirk & Lake Winnipeg	140,669 25	14,726 63	1,705 53		121,101 41
59	Yarmouth	11,204 24		350 00		11,554 24
	Total	18,879,688 72	982,041 29	79,696 18	82,672 35	20,024,098 54

Operation for the Year ending June 30, 1915.

Miscellaneous Earnings.							Gross Earnings.	No.
Advertising.	Rent of Lands or Buildings.	Rent of Tracks.	Rent of Equipment.	Sale of Power.	Other Miscellaneous Earnings.	Total Miscellaneous Earnings.	Total	
$ cts.	$ xts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	
750 00			3,498 48			4,248 48	50,426 41	1
150 00	75 00				54 20	279 20	8,081 06	2
	420 44	600 00			8 03	1,028 47	185,195 10	3
633 41					14 00	647 41	35,969 05	4
	6,095 85		485 72			6,581 57	133,591 54	5
10,974 42						10,974 42	2,897,463 37	6
9,626 69					170 00	9,796 69	611,826 85	7
							1,125 00	8
880 00	50 00				6 05	936 05	191,736 57	9
307 54	345 92		542 00	28 00	5,537 94	6,761 40	126,557 05	10
412 00				386 99	1,980 98	2,779 97	29,980 19	11
3,530 62	1,150 00	325 16			310 43	5,316 21	584,577 85	12
704 50					777 69	1,482 19	128,820 44	13
807 50					1,411 10	2,218 60	75,917 70	14
349 20	230 00			40 00	95 45	714 65	48,086 49	15
1,824 50						1,824 50	321,705 03	16
150 00	216 00	2,795 68	284 07			3,445 75	60,900 90	17
350 00	1,962 00		3,654 13			5,966 13	133,062 27	18
300 00	1,059 50		7,155 49			8,514 99	165,150 02	19
691 65	1,968 98		1,690 63			4,351 26	553,584 94	20
1,033 34		306 00	123 35			1,462 69	154,862 54	21
1,371 80						1,371 80	61,125 03	22
420 00	767 69					1,187 69	39,917 80	23
604 75	720 00					1,324 75	41,053 25	24
693 00						693 00	88,461 74	25
610 00					190 25	800 25	135,016 11	26
2,660 25	151 62				309 25	3,121 42	385,511 09	27
199 60						199 60	16,861 86	28
							*6,525,231 67	29
1,530 69			201 00	2,086 77	25 26	3,843 72	214,681 96	30
1,373 26					3,905 61	5,278 87	8',961 82	31
191 28						191 28	12, 72 38	32
1,314 84	224 98		3 27	807 02	11 30	2,361 41	128,199 95	33
155 12	746 02	90 00	179 20		10,421 39	11,591 73	605,664 36	34
187 80						187 80	19,255 76	35
333 42		140 00			687 57	1,160 99	111,426 41	36
1,164 49					1,659 65	2,824 14	71,561 79	37
3,125 00	747 95			2,110 32		5,983 27	1,069,983 87	38
440 00					208 01	648 01	49,879 85	39
								40
879 98			788 60	1,166 67	205 42	3,040 67	109,160 02	41
1,601 69					558 21	2,159 90	483,136 03	42
1,637 02					4,780 64	6,417 66	200,015 04	43
4,895 24	70 00				808 63	5,773 87	187,068 25	44
859 58	246 60			26,849 28	280 00	28,235 46	291,798 92	45
400 00					2,758 35	3,158 35	58,999 56	46
1,165 17	161 00				471 85	1,798 02	137,656 58	47
507 00					294 21	801 21	45,068 39	48
								49
250 00				1,851 05		2,101 05	39,488 85	50
	337 50	1,400 00	36 00		430 66	2,204 16	23,680 97	51
				31,929 06		31,929 06	88,655 36	52
	13,453 11				67,317 17	80,770 28	5,877,224 75	53
372 26				25,196 04	1,061 93	26,630 23	139,470 41	54
1,300 00	1,436 00			11,739 82	4,594 82	19,070 64	598,644 72	55
480 00	25 24				51 98	557 22	158,169 75	56
9,210 00						9,210 00	2,164,505 03	57
600 00					1,157 80	1,757 80	122,859 21	58
223 96					25,629 59	25,853 55	37,407 79	59
74,232 57	32,661 40	5,656 84	18,641 94	104,191 02	138,185 72	373,569 49	26,922,899 70	

TABLE 5.—SUMMARY of Operating Expenses

No.	Name of Railway.	MAINTENANCE—WAY AND STRUCTURES. Track and Roadway.	Electric Line.	Buildings and Fixtures.	Total Way and Structures.
		$ cts.	$ cts.	$ cts.	$ cts.
1	Berlin & Waterloo	1,693 65		15 70	1,709 35
2	Berlin & Northern	588 85			588 85
3	Berlin, Waterloo, Wellesley & Lake Huron	13,469 42	1,452 65	101 40	15,023 47
4	Brandon	461 80	136 93	47 88	646 61
5	Brantford & Hamilton	12,570 63	1,752 32	90 18	14,413 13
6	British Columbia	130,097 73	43,232 97	1,235 92	174,566 62
7	Calgary	8,091 55	3,251 89	222 98	11,566 42
8	Canadian Resources Development	21 07	13 50		34 57
9	Cape Breton	13,621 19	3,06 83	745 48	18,173 50
10	Chatham, Wallaceburg & Lake Erie	21,510 44	2,458 97	953 35	24,922 76
11	Cornwall	2,370 79	72 88	151 50	2,595 17
12	Edmonton Radial	12,447 52	2,459 37	1,319 72	16,226 61
13	Fort William	5,354 25	2,460 68	295 17	8,110 10
14	Grand Valley (now Brantford Municipal)	7,323 85			7,323 85
15	Guelph Radial	4,624 49	416 45		5,040 94
16	Halifax Tramway	14,148 14	1,124 19	450 70	15,723 03
17	Hamilton & Dundas	11,248 33	1,520 84	247 81	13,016 98
18	Hamilton, Grimsby & Beamsville	12,532 38	3,597 19	1,128 95	17,258 52
19	Hamilton Radial	11,032 56	3,130 60	1,351 55	15,514 71
20	Hamilton Street	17,140 81	6,096 08	195 33	23,432 22
21	Hull	11,360 86	3,450 65	983 21	15,794 72
22	International Transit Co	746 07	85 17	151 95	983 19
23	Kingston, Portsmouth & Cataraqui	5,652 52	385 26	848 88	6,886 66
24	Lethbridge	881 13	280 70	662 21	1,824 04
25	Levis County	4,033 46	413 60	68 87	4,515 93
26	London & Lake Erie	11,578 94	2,090 15	934 00	14,603 09
27	London Street	23,590 74	9,205 10	1,090 86	33,886 70
28	Moncton Tramways	1,459 05	194 17	7 85	1,661 07
*29	Montreal Tramways				
30	Montreal & Southern Counties	11,704 06	4,112 13	532 51	16,348 70
31	Moose Jaw	4,096 76	48 60	119 28	4,264 64
32	Nelson	1,311 82	42 70	131 68	1,486 20
33	Niagara Falls, Park & River	13,024 78	3,885 82	645 37	17,555 97
34	Niagara, St. Catharines & Toronto	47,232 66	9,005 08	24,065 81	80,303 55
35	Niagara, Welland & Lake Erie	139 29	9 75	37 77	186 81
36	Nipissing Central	9,854 08	3,385 38	1,103 58	14,343 04
37	Oshawa	6,351 50	287 24	316 85	6,955 59
38	Ottawa	26,262 37	22,360 41	4,756 27	53,379 05
39	Peterborough Radial	1,390 42	197 50	24 52	1,612 44
40	Picton County				
41	Port Arthur	4,440 10	2,157 14	211 64	6,808 88
42	Quebec Ry., Lt. & Power Co. (Citadel)	14,694 12	3,016 02	1,988 34	19,698 48
43	" " " (Montmorency)	15,233 76	3,970 02	2,888 99	22,092 77
44	Regina	2,288 78	3,063 55	153 02	5,505 35
45	Sandwich, Windsor & Amherstburgh	29,815 61	6,889 73	1,420 75	38,126 09
46	Sarnia	4,966 82	150 97	44 02	5,161 81
47	Saskatoon	5,036 29	484 84	475 92	5,997 05
48	Sherbrooke	3,942 21	1,372 72	383 49	5,698 42
49	St. John				
50	St. Stephen	3,260 93	534 44	4 98	3,800 35
51	St. Thomas	1,407 86	289 25		1,697 11
52	Suburban Rapid Transit	3,924 52	1,863 79	365 30	6,153 61
53	Toronto	90,716 47	44,592 65	18,171 64	153,480 76
54	Toronto Suburban	3,654 00	845 67	194 56	4,694 23
55	Toronto & York Radial	29,330 13	5,709 93	4,443 85	39,483 91
56	Windsor, Essex & Lake Shore	18,791 16	2,465 20	229 10	21,485 46
57	Winnipeg	38,800 30	10,693 38	1,568 96	51,062 64
58	Winnipeg, Selkirk & Lake Winnipeg	8,466 68	147 09	55 63	8,669 40
59	Yarmouth	430 04	421 58	26 87	878 49
	Total	760,219 74	225,091 72	77,662 15	1,062,973 61

*Not distributed.

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for the Year ending June 30, 1915.

Maintenance—Equipment.							No.
Steam Plant.	Electric Plant.	Cars.	Electric Equipment of Cars.	Miscellaneous Equipment.	Miscellaneous Shop Expenses	Total Equipment.	
$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	
.....	.....	4,463 71	.....	.....	193 02	4,656 73	1
.....	.....	825 93	.....	.....	.....	825 93	2
90 48	720 50	581 25	3,921 21	766 43	.....	6,079 87	3
.....	.....	176 89	.....	14 65	.....	191 54	4
.....	906 27	4,040 54	6,407 30	.....	7,255 97	18,610 08	5
.....	20,141 04	95,787 23	37,313 72	372 04	7,213 84	160,827 87	6
.....	.....	28,430 11	12,383 99	1,294 34	2,162 32	44,270 76	7
.....	.....	.....	43 45	.....	.....	43 45	8
.....	3,753 24	7,993 86	4,155 11	2,285 50	609 31	18,797 02	9
7 22	.....	3,023 96	2,020 62	879 61	537 39	6,468 80	10
159 70	.....	2,872 31	1,407 09	61 80	.....	4,500 90	11
.....	.....	24,813 70	10,576 13	572 74	2,932 49	38,895 06	12
.....	138 45	6,050 33	4,288 03	305 48	1,523 94	12,306 23	13
.....	.....	1,152 92	.....	.....	.....	1,152 92	14
71 00	.....	127 18	.....	5,831 75	178 69	6,208 62	15
3,109 82	894 16	12,705 94	9,317 84	1,011 20	241 00	27,279 96	16
.....	.....	1,270 25	304 41	.....	.....	1,574 66	17
.....	756 18	8,182 95	3,846 17	.....	.....	12,785 30	18
.....	.....	7,722 33	3,269 17	.....	.....	10,991 50	19
.....	.....	28,931 64	17,624 36	.....	.....	46,556 00	20
.....	.....	10,388 20	10,388 20	.....	.....	20,776 40	21
.....	.....	2,854 16	981 04	43 38	504 48	4,383 06	22
.....	72 05	.....	2,014 78	35 98	.....	2,122 81	23
.....	.....	2,742 36	1,128 56	159 22	54 10	4,084 24	24
.....	230 33	3,676 04	2,780 21	742 71	637 94	8,067 23	25
.....	530 38	6,541 10	3,256 20	568 30	254 20	11,150 18	26
.....	1,490 08	14,741 28	15,164 25	1,963 09	.....	33,358 70	27
.....	2,305 68	441 96	55 32	347 62	.....	3,150 58	28
.....	.....	.....	.....	.....	.....	.....	29
.....	360 51	6,460 43	3,910 65	.....	1,387 61	12,119 20	30
818 63	648 24	1,206 82	507 09	111 78	14 72	3,307 28	31
.....	57 77	433 63	193 00	.....	.....	684 40	32
.....	3,417 56	3,865 94	1,015 18	107 48	.....	8,406 16	33
.....	745 83	29,542 80	28,576 62	439 24	1,687 37	60,991 86	34
.....	.....	591 02	34 66	.....	14 15	639 83	35
.....	3,642 38	1,246 74	2,118 01	.....	181 22	7,188 35	36
105 00	14 65	1,311 75	1,236 08	941 87	.....	3,609 35	37
8,360 52	6,241 46	36,656 66	27,956 69	3,487 85	273 34	82,976 52	38
.....	264 94	2,463 20	1,088 81	30 24	.....	3,847 19	39
.....	.....	.....	.....	.....	.....	.....	40
.....	189 35	5,266 06	2,309 14	.....	1,984 75	9,749 30	41
.....	.....	14,586 66	13,869 98	329 18	225 24	29,011 06	42
185 46	259 30	5,216 19	9,343 71	185 45	848 77	16,038 88	43
.....	.....	3,800 45	2,469 40	1,564 57	325 13	8,159 55	44
.....	880 44	11,140 34	7,527 90	47 00	.....	19,595 68	45
.....	.....	.....	4,079 29	.....	.....	4,079 29	46
.....	1,123 53	3,168 59	1,350 37	3,899 05	.....	9,541 54	47
.....	.....	1,457 58	582 38	.....	.....	2,039 96	48
.....	.....	.....	.....	.....	.....	.....	49
50 24	195 70	1,820 15	987 28	.....	42 86	3,096 23	50
.....	.....	.....	2,246 50	.....	.....	2,246 50	51
.....	.....	.....	.....	.....	.....	.....	52
35,502 12	10,657 00	248,141 98	152,235 59	42,071 90	25,259 49	513,868 08	53
.....	.....	1,134 34	1,746 24	1,922 32	.....	4,802 90	54
377 51	938 58	35,973 96	26,334 82	19,024 76	136 50	82,786 13	55
959 74	.....	9,685 12	9,751 52	506 55	.....	20,902 93	56
.....	.....	89,116 98	42,256 58	12,069 77	3,497 17	146,940 50	57
.....	.....	3,450 46	.....	530 32	26 28	4,007 06	58
362 16	1,000 19	328 88	89 32	356 56	.....	2,137 11	59
50,159 60	62,575 79	798,604 86	496,463 97	104,881 73	60,203 29	1,572,889 24	

TABLE 5.—SUMMARY of Operating Expenses

No	Name of Railway.	TRANSPORTATION—OPERATION			
		Wages.	Fuel for Power.	Water for Power.	Lubricants and Waste.
		$ cts.	$ cts.	$ cts.	$ cts.
1	Berlin & Waterloo				
2	Berlin & Northern				
3	Berlin, Waterloo, Wellesley & Lake Huron	2,099 60	1,263 25		309 50
4	Brandon				
5	Brantford & Hamilton	3,712 00			
6	British Columbia	16,625 85		7,155 07	
7	Calgary				
8	Canadian Resources Development				
9	Cape Breton				
10	Chatham, Wallaceburg & Lake Erie				
11	Cornwall	1,199 91	392 46		
12	Edmonton Radial				
13	Fort William	1,659 24			22 90
14	Grand Valley (now Brantford Municipal)	598 10	2,299 37		
15	Guelph Radial				
16	Halifax	5,631 12	14,919 96	525 36	332 20
17	Hamilton & Dundas				
18	Hamilton, Grimsby & Beamsville	3,705 50			
19	Hamilton Radial				
20	Hamilton Street				
21	Hull				
22	International Transit Co				
23	Kingston, Portsmouth & Cataraqui				
24	Lethbridge				
25	Levis County	930 00			39 40
26	London & Lake Erie	2,677 95	41 51		220 30
27	London Street	1,533 65	147 00	5 00	25 05
28	Moncton Tramways				
29	Montreal Tramways				
30	Montreal & Southern Counties	4,858 78			
31	Moose Jaw	4,645 86	10,282 68	331 76	588 85
32	Nelson	509 55			
33	Niagara Falls, Park & River	5,404 29			210 19
34	Niagara, St. Catharines & Toronto	7,253 19			
35	Niagara, Welland & Lake Erie				
36	Nipissing Central	2,018 54			
37	Oshawa	3,316 81			
38	Ottawa	33,813 01	10,288 69	3,543 59	362 70
39	Peterborough Radial				
40	Pictou County				
41	Port Arthur				
42	Quebec Ry., Lt. & Power Co. (Citadel)				
43	" " " (Montmorency)	1,190 03			
44	Regina				
45	Sandwich, Windsor & Amherstburgh	5,932 62	2,626 19		
46	Sarnia				
47	Saskatoon				
48	Sherbrooke				
49	St. John				
50	St. Stephen	1,097 80	1,115 09	25 50	225 39
51	St. Thomas				
52	Suburban Rapid Transit	2,486 80			
53	Toronto	34,975 15	29,015 71	228 94	579 13
54	Toronto Suburban				
55	Toronto & York Radial	19,833 39	8,155 98		629 00
56	Windsor, Essex & Lake Shore	4,099 29	9,582 67		
57	Winnipeg				
58	Winnipeg, Selkirk & Lake Winnipeg	4,541 22			
59	Yarmouth	4,483 67	6,255 74		115 07
	Total	180,832 92	96,386 30	11,815 22	3,659 68

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for the Year ending June 30, 1915—*Continued.*

Power Plant.		Transportation—Operation of Cars.						No.
Miscellaneous Supplies and Expenses.	Hired Power.	Total Operation Power Plant.	Superintendence.	Wages of Conductors	Wages of Motormen.	Wages of Miscellaneous Car Service.	Wages of Car House Employees.	
$ cts	$ cts.	$ cts.	$ cts.	$ cts	$ cts.	$ cts	$ cts	
	7,422 48	7,422 48	777 84	6,235 45	6,235 45			1
	1,669 56	1,669 56		925 54	925 54	263 48		2
	19,400 65	23,073 00	2,280 00	8,827 95	8,895 90	4,245 95	5,428 70	3
	9,224 40	9,224 40	104 50	5,273 01	5,273 00		3,822 52	4
	13,224 88	16,936 88	1,539 17	4,949 59	4,949 60	3,896 34	2,392 85	5
47,032 59	599,221 99	670,035 50	98,964 06	451,236 12	451,236 13	60,884 58	96,064 71	6
	92,816 52	92,816 52	4,323 47	105,318 26	105,318 33	927 41	4,172 14	7
	1,208 34	1,208 34		514 84	514 85			8
	18,466 61	18,466 61	3,278 99	16,816 86	16,816 86	2,390 98	3,818 19	9
10 29	15,457 93	15,468 22	389 32	8,073 88	7,432 61	4,334 74	2,060 42	10
		1,592 37		4,787 51	4,787 50			11
	115,526 44	115,526 44	11,397 11	85,939 47	85,939 48	4,124 41	10,792 65	12
73 61	18,750 00	20,505 75	1,177 10	15,693 97	15,769 04	770 68	8,313 47	13
70 01	13,908 90	16,876 38		10,944 19	10,944 20		3,815 01	14
	6,373 67	6,373 67		6,366 65	6,366 65			15
1,129 92		22,538 56		41,705 21	41,705 21	3,950 34	5,725 19	16
	7,437 07	7,437 07	715 13	4,889 59	4,889 60	77 26	152 61	17
	12,581 64	16,287 14	1,525 38	7,280 38	7,280 38	7,590 18	544 31	18
	20,485 25	20,485 25	3,179 77	12,476 61	12,476 62	2,968 38	1,818 28	19
	63,909 49	63,909 49	11,545 59	64,677 75	64,677 74		5,238 65	20
	15,389 58	15,389 58		21,186 99	21,186 98			21
	9,499 98	9,499 98	855 35	7,327 26	7,353 11	1,436 23	1,292 70	22
	4,194 57	4,194 57		4,054 30	4,111 60	3,863 65		23
	11,225 40	11,225 40	540 25	6,646 87	6,646 87	69 38		24
	9,926 70	10,896 10	1,364 00	9,525 74	9,969 93	2,224 30	1,759 71	25
310 08	15,931 12	19,180 96	1,953 59	8,220 56	8,220 56		1,200 00	26
26 46	37,813 40	39,550 56	6,712 85	53,032 96	52,861 06	5,493 10	7,178 10	27
	4,743 15	4,743 15	585 00	3,369 39	3,462 57	1,007 96		28
								29
511 18	28,166 16	33,536 12	7,392 25	15,773 77	15,773 78	16,852 96	4,093 02	30
487 94		16,337 09	216 80	21,662 08	21,662 08	3,630 52		31
		509 55	1,500 00	3,160 75	3,129 70		387 10	32
495 31		6,109 79	3,585 74	9,326 34	9,122 43	46 43	2,017 90	33
2,121 34	32,021 63	41,396 16	8,209 85	46,502 76	46,502 75	32,165 69	6,322 16	34
73 60	1,358 85	1,432 45	720 00	2,651 89	2,521 38			35
	16,137 46	18,156 00	1,147 33	11,079 34	11,079 35	105 03	3,116 66	36
	7,200 00	10,516 81	1,599 96	4,418 92	4,418 93	7,400 00	2,870 00	37
1,219 11	43,756 35	92,983 45		148,639 75	148,639 75	13,835 61	17,566 63	38
42 24	3,075 00	3,117 24	991 17	8,485 61	8,526 12	1,199 05	43 58	39
								40
1 14	17,372 85	17,373 99	2,375 38	15,365 33	15,186 45	1,409 09	3,704 89	41
	31,345 47	31,345 47	12,542 34	60,997 06	60,997 06	1,482 10	13,387 48	42
	20,000 04	21,190 07	3,617 90	14,934 41	11,775 91	18,675 61	607 42	43
	46,031 82	46,031 82	3,629 79	42,704 98	43,646 35	4,970 17	13,517 40	44
804 13	30,835 00	40,197 94	1,440 00	31,774 97	31,774 98			45
	9,225 53	9,225 53	132 50	5,580 65	5,580 66		2,367 55	46
	26,949 82	26,949 82	2,797 95	29,190 49	29,190 48			47
	6,000 00	6,000 00	628 50	6,682 80	6,682 39		3,179 35	48
								49
707 40	7,500 00	10,671 18		3,382 47	3,420 72		2,426 36	50
	5,704 90	5,704 90		7,680 43	7,680 43		3,096 56	51
227 87	26,245 18	28,959 85		12,370 75	11,727 60			52
8,639 61	624,676 66	698,115 20	150,823 91	683,848 40	651,040 19		284,389 78	53
	15,346 56	15,346 56	1,740 00	9,741 28	9,789 94	47 97	6,028 90	54
3,677 59	93,500 00	125,795 96	10,591 50	29,471 81	29,471 81	4,695 02	15,854 63	55
802 13		14,484 09	580 84	6,255 17	6,255 17	15,231 59		56
	229,412 61	229,412 61	36,623 85	390,406 70	387,727 55	11,603 60	56,450 61	57
257 24	18,108 28	22,906 74		4,280 07	4,280 08	8,458 85	4,132 33	58
868 33		11,722 81	194 25	2,023 02	2,023 03	609 50		59
69,589 12	2,485,779 89	2,848,063 13	406,290 28	2,604,688 90	2,565,874 44	252,938 14	611,150 52	

TABLE 5.—SUMMARY of Operating Expenses

No.	Name of Railway.	TRANSPORTATION—OPERATION			
		Car Service Supplies.	Miscellaneous Car Service Expenses.	Hired Equipment.	Cleaning and Sanding Track.
		$ cts.	$ cts.	$ cts.	$ cts.
1	Berlin and Waterloo	1,910 40			780 04
2	Berlin and Northern		95 12		
3	Berlin, Waterloo, Wellesley and Lake Huron		5,275 63		
4	Brandon		992 56		565 31
5	Brantford and Hamilton	1,793 92	1,870 24	1,048 26	
6	British Columbia	10,570 78	81,840 59	Cr. 3,025 75	11,300 04
7	Calgary	11,838 51	1,651 19	1,407 03	3,301 08
8	Canadian Resources Development		71 51		
9	Cape Breton	3,744 93			397 90
10	Chatham, Wallaceburg and Lake Erie	12 65	5,325 17	6,442 03	
11	Cornwall		722 23		583 09
12	Edmonton Radial		17,349 50		6,009 92
13	Fort William	1,913 62	821 53	1,018 60	
14	Grand Valley (now Brantford Municipal)				
15	Guelph Radial				
16	Halifax	8,714 97	1,141 50		11,969 16
17	Hamilton and Dundas	527 13	579 75	4,912 47	
18	Hamilton, Grimby and Beamsville	1,771 10	1,610 39	6,932 35	
19	Hamilton Radial	2,327 72	1,837 90	20,656 86	
20	Hamilton Street	9,251 05	7,263 28	2,800 05	
21	Hull	1,207 92	900 00		
21	International Transit	379 40	680 56		
23	Kingston, Portsmouth and Cataraqui				
24	Lethbridge	292 53	321 49		1,467 59
25	Levis County	1,130 91	474 13		404 02
26	London and Lake Erie	1,082 18	280 20		
27	London Street		1,049 54		103 88
28	Moncton Tramways	266 24	355 96		
29	Montreal Tramways				
30	Montreal and Southern Counties			420 93	
31	Moose Jaw		1,855 17		
32	Nelson	48 67			
33	Niagara Falls, Park and River		1,126 32		344 01
34	Niagara, St. Catharines and Toronto		24,944 39	35,950 32	519 47
35	Niagara, Welland and Lake Erie		4 85		
36	Nipissing Central		2,587 13	2,845 50	
37	Oshawa		2,224 57	643 79	
38	Ottawa		29,966 55		
39	Peterborough Radial	671 93	318 53	140 00	578 19
40	Picton County				
41	Port Arthur	1,777 56	251 37		
42	Quebec Ry., Lt. and Power Co. (Citadel)		10,338 31		3,000 00
43	" " " (Montmorency)		7,255 99		
44	Regina	6,000 76			3,459 35
45	Sandwich, Windsor and Amherstburgh		7,713 68		
46	Sarnia				
47	Saskatoon		6,855 61		
48	Sherbrooke		223 67		
49	St. John				
50	St. Stephen	68 08			
51	St. Thomas				
52	Suburban Rapid Transit			1,649 00	407 13
53	Toronto				10,364 75
54	Toronto Suburban	2,438 74	686 52		1,058 44
55	Toronto and York Radial	11,662 87	24,971 57		7,306 26
56	Windsor, Essex and Lake Shore		1,248 63		
57	Winnipeg	46,555 91	6,022 60		13,262 90
58	Winnipeg, Selkirk and Lake Winnipeg		1,146 76	2,599 22	42 17
59	Yarmouth		532 20		
	Total	127,960 48	262,784 39	86,440 66	77,224 70

for the Year ending June 30, 1915—*Continued.*

OF CARS—*Continued.*		GENERAL.						No.
Snow and Ice Removal.	Total Operation of Cars.	Salaries General Officers.	Salaries, Clerks.	Printing and Stationery.	Office Expenses.	Store Expenses.	Stable Expenses.	
$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	
.....	15,939 18	.....	480 00	.....	245 38	.....	.....	1
108 22	2,317 90	115 00	1,080 00	.....	75 00	.....	.....	2
1,909 59	36,863 72	4,446 00	14,443 20	812 35	1,029 50	219 88	.....	3
212 92	16,243 82	1,607 64	.....	6 65	.....	.....	.....	4
2,008 86	24,448 83	1,877 46	6,480 19	524 33	.....	.....	4,206 32	5
30 52	1,259,101 78	63,194 85	127,630 59	1,335 90	22,168 98	147 06	.....	6
2,006 85	240,264 27	6,255 30	3,419 28	1,172 66	933 80	788 94	.....	7
.....	1,101 20	.....	.....	.....	.....	.....	.....	8
1,084 52	48,349 23	6,236 08	4,276 13	746 82	691 84	775 91	376 73	9
582 95	34,653 77	3,797 22	1,976 90	1,173 34	1,161 69	156 04	.....	10
.....	10,880 33	1,273 65	.....	95 05	446 33	.....	.....	11
876 80	222,429 34	6,266 13	10,386 05	717 11	1,323 30	2,073 98	286 10	12
1,783 73	47,261 74	2,641 18	2,345 00	387 24	49 41	61 29	.....	13
1,580 30	27,283 70	.....	1,650 74	863 72	1,554 42	.....	.....	14
.....	12,733 30	1,000 00	603 83	105 35	15 00	.....	.....	15
6,161 73	121,073 31	9,067 96	5,471 94	.....	1,725 35	490 60	691 68	16
796 21	17,539 75	823 11	2,853 60	175 77	.....	.....	48 00	17
1,130 86	35,665 33	1,770 58	7,309 60	572 27	.....	.....	1,362 25	18
2,717 51	60,459 65	2,298 29	7,350 57	503 09	.....	.....	922 37	19
7,852 77	173,306 88	7,749 30	17,129 02	1,072 44	.....	.....	.....	20
3,837 62	48,319 51	3,014 00	3,076 80	488 58	744 07	.....	3,271 69	21
309 81	19,634 42	911 67	649 32	26 54	.....	271 54	.....	22
539 43	12,568 98	2,615 30	.....	135 74	194 02	.....	.....	23
.....	15,984 98	.....	1,305 16	72 48	37 35	1 48	.....	24
3,940 94	30,793 68	3,100 00	1,143 35	202 60	17 45	.....	884 54	25
2,519 73	23,476 82	3,000 00	7,579 02	1,320 72	543 08	.....	.....	26
2,701 13	129,132 62	4,800 00	3,210 01	344 36	417 47	1,949 13	374 95	27
.....	9,047 12	.....	.....	.....	.....	.....	12 99	28
.....	.....	.....	.....	.....	.....	.....	.....	29
.....	60,306 71	5,332 81	5,332 80	2,044 80	2,045 51	1,174 59	.....	30
14 28	49,040 93	3,677 50	4,223 83	816 31	1,897 49	443 19	341 11	31
.....	8,226 22	.....	.....	95 09	.....	.....	.....	32
745 68	26,314 85	687 58	519 11	135 86	189 06	155 54	139 72	33
3,165 64	204,283 03	13,069 59	13,143 49	3,868 15	1,209 39	974 15	.....	34
126 03	6,024 15	.....	630 00	77 55	1 38	.....	.....	35
.....	31,960 34	313 80	1,860 00	310 01	173 28	.....	.....	36
.....	23,576 17	2,615 00	1,188 00	104 58	1,413 03	568 06	.....	37
16,167 47	374,815 76	19,989 84	4,592 77	1,698 50	505 70	1,666 20	785 18	38
994 13	21,948 31	911 44	1,112 50	106 44	465 35	172 57	13 50	39
.....	.....	.....	.....	.....	.....	.....	.....	40
602 96	40,673 03	2,834 20	1,860 18	708 14	150 71	24 00	.....	41
19,779 94	182,524 29	8,615 02	4,307 52	1,208 12	426 21	2,664 45	1,084 08	42
2,507 65	59,374 89	2,154 68	7,344 99	2,643 79	853 89	.....	.....	43
120 01	118,048 81	2,120 35	5,892 67	194 63	450 61	1,133 66	513 68	44
.....	72,703 63	4,000 00	5,600 21	631 59	947 99	.....	.....	45
.....	13,661 36	1,632 00	1,442 00	216 70	249 67	.....	1,620 80	46
.....	68,034 53	.....	.....	261 62	.....	190 35	.....	47
845 45	18,242 16	2,086 17	.....	27 85	317 09	.....	135 61	48
.....	.....	.....	.....	.....	.....	.....	.....	49
360 00	9,657 63	2,213 00	473 00	28 14	189 11	.....	.....	50
.....	18,457 42	960 00	480 00	.....	317 00	.....	.....	51
.....	26,154 48	700 00	.....	.....	259 15	.....	.....	52
18,939 15	1,799,406 18	39,915 94	67,357 05	5,456 06	.....	13,468 27	5,484 48	53
1,181 02	32,712 81	2,400 00	2,659 75	.....	943 50	.....	622 11	54
3,810 78	137,836 25	7,800 00	8,713 21	955 10	1,827 57	3,663 02	8,870 68	55
.....	29,571 40	3,497 16	2,465 12	393 50	524 97	486 25	.....	56
.....	948,653 72	11,200 00	19,507 73	.....	15,094 66	1,896 93	.....	57
.....	24,939 48	3,575 06	6,900 35	742 72	1,423 53	.....	.....	58
.....	5,382 00	1,124 17	2,447 46	70 84	1,428 56	.....	203 10	59
114,053 19	7,109,405 70	281,286 03	401,904 04	35,651 20	66,677 85	35,617 08	32,251 67	

TABLE 5.—SUMMARY of Operating Expenses

No.	Name of Railway.	General— Advertising and Attractions.	Miscellaneous.	Damages.
		$ cts.	$ cts.	$ cts.
1	Berlin and Waterloo		2,774 00	
2	Berlin and Northern		568 45	
3	Berlin, Waterloo, Wellesley and Lake Huron	45 00	3,805 65	100 00
4	Brandon		198 35	15 00
5	Brantford and Hamilton	52 98	1,078 57	3,015 41
6	British Columbia	4,760 17	31,084 03	65,286 87
7	Calgary	479 10	6,937 70	12,488 06
8	Canadian Resources Development			
9	Cape Breton	112 33	6,525 61	2,739 48
10	Chatham, Wallaceburg and Lake Erie		225 40	336 16
11	Cornwall	1,839 03		531 28
12	Edmonton Radial	781 32	1,263 78	8,192 50
13	Fort William		184 19	17 00
14	Grand Valley (now Brantford Municipal)		1,462 46	91 57
15	Guelph Radial		1,648 46	887 90
16	Halifax		424 60	
17	Hamilton and Dundas	91 44	265 32	1,317 93
18	Hamilton, Grimsby and Beamsville	55 62	912 87	3,762 40
19	Hamilton Radial	65 97	1,008 39	3,726 28
20	Hamilton Street	454 00	414 15	20,835 00
21	Hull	105 63	1,350 03	3,000 00
22	International Transit Co		481 45	
23	Kingston, Portsmouth and Cataraqui	1,951 46	1,101 64	1,630 60
24	Lethbridge	191 12	972 52	165 45
25	Levis County	60 00	2,458 20	320 52
26	London and Lake Erie	580 95	3,271 16	790 00
27	London Street	330 24	3,304 69	13,312 39
28	Moncton Tramways		120 15	74 55
*29	Montreal Tramways			
30	Montreal and Southern Counties	1,734 03	536 87	1,884 55
31	Moose Jaw		1,612 44	4,376 35
32	Nelson		60 00	
33	Niagara Falls, Park and River	3,752 76	3,617 40	818 06
34	Niagara, St. Catharines and Toronto	3,441 05	3,301 22	6,906 62
35	Niagara, Welland and Lake Erie		191 17	15 00
36	Nipissing Central	367 43	49 40	214 02
37	Oshawa			50 00
38	Ottawa	4,812 86	19,166 49	20,909 80
39	Peterborough Radial	50 25	697 92	92 05
40	Picton County			
41	Port Arthur		892 90	36 03
42	Quebec Ry., Lt. and Power Co. (Citadel)		6,083 79	973 57
43	" " " (Montmorency)	2,400 40	7,206 80	182 75
44	Regina	1,149 17	433 40	3,270 07
45	Sandwich, Windsor and Amherstburgh	427 50	2,122 27	5,119 56
46	Sarnia	30 50	7,809 25	173 10
47	Saskatoon		5,676 31	244 17
48	Sherbrooke		68 00	682 50
49	St. John			
50	St. Stephen		27 81	
51	St. Thomas		4 00	
52	Suburban Rapid Transit		787 76	
53	Toronto	115 67	25,640 50	115,669 07
54	Toronto Suburban		900 15	
55	Toronto and York Radial	3,347 39	2,434 96	11,800 00
56	Windsor, Essex and Lake Shore	1,436 46	950 00	
57	Winnipeg	11,370 21	34,564 37	
58	Winnipeg, Selkirk and Lake Winnipeg	55 28	2,240 16	
59	Yarmouth	91 65	975 57	
	Total	46,538 97	201,892 73	316,053 62

*Not distributed.

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for the Year ending June 30, 1915—*Concluded.*

Concluded.			GRAND TOTAL.				
Legal Expenses.	Miscellaneous Legal Expenses.	Rent of Land and Buildings.	Rent of Track and Terminals.	Insurance.	Total. — General.	Operating Expenses.	No.
$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	
.....	37 35	671 02	.....	2,054 17	6,261 92	35,989 66	1
.....	.....	120 00	.....	368 19	2,326 64	7,728 88	2
.....	.....	174 60	1,800 00	5,685 00	32,561 18	113,601 24	3
.....	.....	.....	.....	260 86	2,088 50	28,394 87	4
.....	201 07	640 00	9,006 25	991 31	28,073 89	102,482 81	5
9,985 57	.....	.....	13,409 73	17,661 95	356,665 70	2,621,197 47	6
.....	.....	1,450 00	.....	5,954 37	39,879 21	428,797 18	7
.....	.....	.....	.....	84 23	84 23	2,471 79	8
.....	1,299 84	.....	.....	1,926 69	25,707 46	129,493 82	9
246 02	.....	.....	119 45	823 90	10,016 12	91,529 67	10
.....	153 69	.....	.....	585 45	4,924 48	24,493 25	11
.....	105 62	.....	11 30	4,852 73	36,259 92	429,337 37	12
.....	157 80	.....	.....	2,623 09	8,466 20	96,650 02	13
.....	.....	447 50	300 00	721 48	7,091 89	59,728 74	14
.....	101 17	.....	.....	640 54	5,002 25	35,358 78	15
7,513 22	660 44	.....	.....	949 96	26,995 75	213,610 61	16
.....	537 95	.....	5,071 33	120 55	11,305 00	50,873 46	17
.....	435 33	377 00	11,809 30	1,020 24	29,387 46	111,383 75	18
.....	1,129 56	.....	12,247 32	380 17	29,632 01	137,083 12	19
.....	361 88	15,079 07	.....	2,474 45	65,569 31	372,773 90	20
.....	.....	.....	.....	3,544 86	18,595 66	118,875 87	21
.....	339 56	149 39	.....	2,050 11	4,879 58	39,380 23	22
.....	.....	.....	610 89	.....	8,239 65	34,012 67	23
.....	.....	.....	.....	1,281 39	4,026 95	37,145 61	24
.....	3 40	468 25	2,712 74	3,907 16	15,278 21	69,551 15	25
.....	.....	560 00	1,575 92	1,935 12	21,155 97	89,567 02	26
499 98	.....	.....	.....	2,517 65	31,060 87	266,989 45	27
.....	.....	.....	2 00	260 00	469 69	19,071 61	28
.....	.....	.....	.....	.....	.....	3,713,996 44	29
.....	89 00	4,534 00	59,831 96	2,198 52	86,739 44	209,050 17	30
.....	3,114 68	281 86	.....	7,594 90	28,379 66	101,329 60	31
.....	150 00	.....	.....	491 27	796 36	11,702 73	32
60 00	1,499 76	10,000 00	.....	2,630 59	24,205 44	82,592 21	33
252 41	.....	.....	1,719 50	4,679 58	52,565 15	439,539 75	34
.....	454 50	120 00	100 00	633 30	2,222 90	10,506 14	35
.....	.....	.....	6,193 44	1,577 19	11,058 57	82,706 30	36
.....	.....	.....	968 76	1,691 06	8,598 49	53,256 41	37
.....	2,290 46	.....	.....	10,061 51	86,479 31	690,634 09	38
.....	255 27	155 41	.....	1,800 34	5,833 04	36,358 22	39
.....	.....	.....	.....	.....	.....	.....	40
703 25	.....	.....	.....	1,500 00	8,709 41	83,314 61	41
.....	2,207 22	.....	.....	5,652 72	33,222 70	295,802 00	42
140 26	140 27	.....	.....	2,750 51	25,818 34	144,514 95	43
.....	.....	.....	.....	1,605 70	16,763 94	194,509 47	44
.....	94 30	.....	.....	900 00	19,843 42	190,466 76	45
.....	105 20	.....	.....	857 80	14,137 02	46,265 01	46
.....	.....	.....	.....	3,784 14	10,156 59	120,679 53	47
.....	120 43	.....	.....	1,950 06	5,387 71	37,368 25	48
.....	.....	.....	.....	.....	.....	.....	49
.....	.....	.....	.....	339 16	3,270 22	30,495 61	50
.....	.....	.....	1 00	1,340 50	3,102 50	31,208 43	51
.....	375 00	.....	.....	.....	2,121 91	63,389 85	52
.....	14,078 76	.....	.....	44,061 34	331,247 14	3,496,117 36	53
46 50	2,688 60	600 00	.....	5,439 75	16,300 36	73,856 86	54
.....	1,043 15	.....	.....	4,807 40	55,262 48	441,164 73	55
.....	.....	.....	.....	7,562 70	17,316 16	103,760 04	56
4,500 00	2,995 47	.....	.....	.....	101,129 37	1,477,198 84	57
.....	.....	.....	.....	.....	14,937 10	75,459 78	58
216 00	.....	180 00	.....	166 28	6,903 63	27,024 04	59
24,163 21	37,226 73	36,008 10	127,490 89	181,751 94	1,824,514 06	18,131,842 18	

Table 6.—Summary of Equipment for the Year ending June 30, 1915.

Name of Railway.	Passenger Cars.				Other Cars.								
	Closed.	Open.	Combination.	Total.	Freight	Mail, Express and Baggage.	Combination.	Work.	Snow Plough.	Sweep'r	Miscellaneous.	Total.	Total — All Cars
Berlin and Waterloo	8	6	.....	14	.....	.....	.....	1	1	1	.....	3	17
Berlin and Northern	2	1	.....	3	.....	.....	.....	.....	.....	.....	.....	.....	3
Berlin, Wellesley, Waterloo and Lake Huron	9	4	2	15	3	.....	2	2	.....	2	3	12	27
Brandon	10	10	.....	20	.....	.....	.....	.....	.....	1	.....	1	21
Brantford and Hamilton	6	.....	.....	6	.....	.....	.....	.....	.....	.....	.....	.....	6
British Columbia	379	8	.....	387	467	14	5	73	2	6	4	571	958
Calgary	85	1	.....	86	1	.....	.....	4	.....	1	7	13	99
Canadian Resources Development	1	.....	.....	1	.....	.....	12	2	.....	.....	10	24	25
Cape Breton	22	.....	.....	22	2	1	.....	1	3	1	.....	8	30
Chatham, Wallaceburg and Lake Erie	6	2	.....	8	20	.....	.....	1	.....	.....	.....	21	29
Cornwall	7	3	.....	10	2	.....	.....	.....	.....	1	.....	3	13
Edmonton Radial	.....	.....	79	79	.....	.....	.....	4	.....	2	3	9	88
Fort William	26	1	.....	27	.....	.....	.....	1	.....	1	.....	2	29
Brantford Municipal	13	4	.....	17	1	.....	.....	1	1	1	.....	4	21
Guelph Radial	9	.....	6	15	1	.....	.....	1	1	1	.....	4	19
Halifax Tramway	34	26	.....	60	.....	.....	.....	3	.....	5	21	29	89
Hamilton and Dundas	1	2	.....	3	.....	.....	.....	.....	.....	.....	.....	.....	3
Hamilton, Grimsby and Beamsville	8	2	.....	10	4	.....	.....	.....	.....	.....	.....	4	14
Hamilton Radial	8	.....	.....	8	11	.....	.....	.....	1	.....	.....	12	20
Hamilton Street	82	19	.....	101	.....	.....	.....	.....	.....	3	1	4	105
Hull	31	13	.....	44	2	1	.....	2	2	3	1	11	55
International Transit Co	11	.....	.....	11	.....	.....	.....	.....	.....	1	1	2	13
Kingston, Portsmouth and Cataraqui	8	12	.....	20	1	.....	.....	2	.....	2	.....	5	25
Lethbridge	10	.....	.....	10	.....	.....	.....	.....	.....	.....	.....	.....	10
Levis County	15	9	.....	24	.....	1	.....	2	2	3	.....	8	32
London and Lake Erie	14	.....	.....	14	9	4	.....	2	1	.....	.....	16	30
London Street	45	13	.....	58	.....	.....	1	2	.....	.....	5	7	65
Moncton Tramways	4	.....	.....	4	.....	.....	.....	1	1	.....	.....	2	6
Montreal Tramways (*a*)	526	288	85	899	67	.....	.....	21	11	32	4	135	1,034
Montreal and Southern Counties	24	.....	.....	24	.....	2	4	2	2	2	.....	12	36
Moose Jaw	21	.....	.....	21	.....	.....	.....	1	.....	1	.....	2	23
Nelson	2	.....	.....	2	.....	.....	.....	.....	.....	.....	1	1	3
Niagara Falls, Park and River	11	16	.....	27	.....	2	.....	.....	1	.....	2	5	32
Niagara, St. Catherines and Toronto	45	16	.....	61	30	.....	.....	16	3	1	10	60	121
Niagara, Welland and Lake Erie	3	.....	.....	3	.....	.....	.....	.....	1	.....	.....	1	4
Nipissing Central	8	.....	.....	8	.....	.....	.....	3	1	.....	.....	4	12

Oshawa	3	3	2	8		2		3		1	5	11	19
Ottawa	59	52	65	176				4	4	14	2	24	200
Peterborough Radial	10	8		18					1	2		3	21
Picton County													
Port Arthur	24	1		25		1			1			2	27
Quebec Railway, Light and Power Co. (Citadel)	56	50	1	107				1	4	8	7	20	127
" " " (Montmorency)	15			15							2	2	17
Regina	34			34	30			1		2		33	67
Sandwich, Windsor and Amherstburg	37	17		54	5			6	3			14	68
Sarnia	10	2		12		1						1	13
Saskatoon	18			18				4		1	3	8	26
Sherbrooke	10	9		19					1	1		2	21
St. John													
St. Stephen	4	4		8				1	1			2	10
St. Thomas	10	6		16					1			1	17
Suburban Rapid Transit													
Toronto	279	181	550	1,010				11		17	12	40	1,050
Toronto Suburban	13	3		16		1		3		2	1	7	23
Toronto and York Radial	50	4	2	56	10	10		12	4		1	37	93
Windsor, Essex and Lake Shore	11			11	19				1		3	23	34
Winnipeg	295	25		320				7	1	7	1	16	336
Winnipeg, Selkirk and Lake Winnipeg	12			12	8			15	1			24	36
Yarmouth (a)	3	3		6					1			1	7
Totals	2,447	824	792	4,063	693	40	23	216	58	127	109	1,266	5,329

(a) 1911 figures.

Table 7.—Summary—Accidents for the Year ending June 30, 1915.

No	Name of Railway.	Passengers.			Employees.			Others.			Totals.		
		Killed.	Injured.	Total.	Killed.	Injured.	Total.	Killed.	Injured.	Total.	Killed.	Injured.	Total.
		No.	No.	No.	No.	No.	No.	No.	No.	No.	No.	No.	No.
1	Berlin and Waterloo	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
2	Berlin and Northern	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
3	Berlin, Waterloo, Wellesley and Lake Huron	.....	7	7	.....	2	2	2	1	3	2	10	12
4	Brandon Municipal	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
5	Brantford and Hamilton	.....	.....	.....	.....	.....	.....	1	2	3	1	2	3
6	Brantford Municipal	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
7	British Columbia	.....	43	43	2	24	26	2	39	41	4	106	110
8	Calgary Municipal	.....	5	5	.....	.....	.....	.....	.....	.....	.....	5	5
9	Canadian Resources Development	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
10	Cape Breton	.....	9	9	.....	1	1	.....	.....	.....	.....	10	10
11	Chatham, Wallaceburg and Lake Erie	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
12	Cornwall	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
13	Edmonton Radial	.....	6	6	.....	.....	.....	1	.....	1	1	6	7
14	Fort William	1	1	2	1	1	2	.....	1	1	2	3	5
15	Guelph Radial	.....	.....	.....	.....	.....	.....	2	.....	2	2	.....	2
16	Halifax Tramway	1	.....	1	.....	4	4	.....	55	55	1	59	60
17	Hamilton and Dundas	.....	11	11	.....	.....	.....	.....	.....	.....	.....	11	11
18	Hamilton, Grimsby and Beamsville	.....	5	5	.....	1	1	.....	3	3	.....	9	9
19	Hamilton Radial	.....	10	10	.....	.....	.....	.....	4	4	.....	14	14
20	Hamilton Street	.....	305	305	.....	5	5	1	29	30	1	339	340
21	Hull	.....	.....	.....	.....	.....	.....	1	.....	1	1	.....	1
22	International Transit Co	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
23	Kingston, Portsmouth and Cataraqui	1	.....	1	.....	.....	.....	.....	.....	.....	1	.....	1
24	Lethbridge Municipal	.....	.....	.....	.....	.....	.....	2	.....	2	2	.....	2
25	Levis County	1	6	7	.....	2	2	.....	.....	.....	1	8	9
26	London Street	.....	39	39	.....	17	17	.....	52	52	.....	108	108
27	London and Lake Erie	.....	.....	.....	.....	1	1	.....	.....	.....	.....	1	1
28	Moncton Tramways	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
29	Montreal Tramways	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
30	Montreal and Southern Counties	.....	.....	.....	1	.....	1	.....	.....	.....	1	.....	1
31	Moose Jaw	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
32	Nelson	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
33	Niagara Falls, Park and River	.....	2	2	.....	3	3	.....	.....	.....	.....	5	5
34	Niagara, St. Catharines and Toronto	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....

35	Niagara, Welland and Lake Erie		1	1								1	1
36	Nipissing Central								3	3		3	3
37	Oshawa					2	2		1	1		3	3
38	Ottawa		83	83		11	11	3	61	64	3	155	158
39	Peterborough Radial					1	1		10	10		11	11
40	Port Arthur		3	3				1		1	1	3	4
41	Quebec Railway, Light and Power Co.	1	20	21		7	7	9	38	47	10	65	75
42	Quebec Railway, Light and Power Co. (Montmorency Division)		1	1					1	1		2	2
43	Regina	1	6	7	1	1	2				2	7	9
44	Sandwich, Windsor and Amherstburg												
45	Sarnia		15	15		3	3		13	13		31	31
46	Saskatoon		9	9		5	5	1	9	10	1	23	24
47	Sherbrooke							3		3	3		3
48	St. Stephen												
49	St. Thomas												
50	Suburban, Rapid Transit	2	1	3		1	1					1	1
51	Sydney and Glace Bay										2	1	3
52	Toronto	5	957	962		315	315	8	297	305	13	1,569	1,582
53	Toronto Suburban							1		1	1		1
54	Toronto and York Radial		2	2				2		2	2	2	4
55	Windsor and Essex and Lake Shore		1	1	1		1		3	3	1	4	5
56	Winnipeg		5	5		6	6	4	16	20	4	27	31
57	Winnipeg, Selkirk and Lake Winnipeg	1	1	2							1	1	2
58	Yarmouth												
	Total	14	1,554	1,568	6	413	419	44	638	682	64	2,605	2,669

TABLE 8.—SUMMARY of Mileage, Traffic, etc., for the Year ending June 30, 1915.

Name of Railway.	Fare Passengers Carried.	Freight Carried.	Passenger Cars.	Other Cars.	Total Cars.
	Number.	Tons.	Miles.	Miles.	Mileage.
Berlin and Waterloo	975,514		211,178		211,178
Berlin and Northern	188,197		35,317		35,317
Berlin, Waterloo, Wellesley and Lake Huron	1,232,724	139,416	278,618	39,820	318,438
Brandon Municipal	782,011		269,736		269,736
Brantford and Hamilton	532,155	3,646	318,976	38,824	357,800
Brantford Municipal	981,475	150	364,801		364,801
British Columbia	46,330,096	258,029	11,475,455	732,565	12,208,020
Calgary Municipal	14,073,278		2,819,804	2,895	2,822,699
Canadian Resources Development	8,500		37,191		37,191
Cape Breton	3,636,452		659,188	19,093	678,281
Chatham, Wallaceburg and Lake Erie	375,955	94,485	276,605	194,386	470,991
Cornwall	387,911	71,470	195,262	16,883	212,145
Edmonton Radial	11,886,810	3,840	1,964,580	25,854	1,990,434
Fort William	2,723,308	37,085	606,197	8,575	614,772
Guelph Radial	1,142,699	7,272	238,130	8,100	246,230
Halifax Tramway	7,316,727		1,370,430		1,370,430
Hamilton and Dunda	731,544	10	149,421	39	149,460
Hamilton, Grimsby and Beamsville	723,856	40,039	355,597	32,925	388,523
Hamilton Radial	1,542,367	10,336	506,182	16,685	522,867
Hamilton Street	14,065,104		2,374,441		2,374,441
Hull	2,351,808	6,205	806,415	28,784	835,199
International Transit Co	1,408,376		301,295		301,295
Kingston, Portsmouth and Cataraqui	970,904		199,680		199,680
Lethbridge Municipal	871,353		304,978		304,978
Levis County	1,847,348	2,288	424,314	6,486	430,800
London Street	10,408,987		17,888,501		17,888,501
London and Lake Erie	671 381	8,274	363,785	36,676	400,461
Moncton Tramways	429,555		116,668		116,668
Montreal Tramways	153,576,271				
Montreal, Southern Counties	1,951,811		549,333	55,004	604,337
Moosejaw	1,805,372		470,818		470,818
Nelson	229,645		66,015		66,015
Niagara Falls, Park and River	1,227,709		277,226		277,226
Niagara, St. Catharines and Toronto	4,771,004	421,596	1,227,873	86,604	1,314,477
Niagara, Welland and Lake Erie	412,603		88,920		88,920
Nipissing Central	1,423,148	19,356	289,858	3,320	293,178
Oshawa	215,224	106,330	43,255	37,200	79,455
Ottawa	25,321,547		4,970,177		4,970,177
Peterborough Radial	1,108,568		429,093		429,093
Port Arthur	2,303,855	60,744	619,196	13,084	632,280
Quebec Ry., Light and Power Co.	11,242,483	220	2,089,489	41	2,089,530
Quebec Ry., Lt. and Power Co. (Montmoreacy Division)	1,649,073		426,985		426,985
Regina	3,937,742	38,533	956,195	10,671	966,866
Sandwich, Windsor and Amherstburg	5,074,297		1,034,702		1,034,702
Sarnia	1,000,402	11,124	204,244	4,952	209,196
Saskatoon	2,804,780		703,367		703,367
Sherbrooke	1,030,257		436,988		436,988
St. Stephen	749,855		183,960		183,960
St. Thomas	498,858		295,785		295,785
Suburban Rapid Transit	1,029,817	742	399,594		399,594
Sydney and Glace Bay					
Toronto	146,603,651		22,417,103		22,417,103
Toronto Suburban	2,463,791		420,481	1,832	422,313
Toronto and York Radial	6,188,530	57,551	1,433,523	96,115	1,529,638
Windsor, Essex and Lake Shore	509,973	29,808	305,911	79,378	385,289
Winnipeg	53,630,490		9,589,702		9,589,702
Winnipeg, Selkirk and Lake Winnipeg	676,313	5,053	439,371		439,371
Yarmouth	268,911		97,128		97,128
Total	562,302,375	1,433,602	95,368,038	1,596,791	96,964,829

FOREIGN RAILWAY STATISTICS.

The following Table will afford helpful information with regard to the Railway Statistics of Foreign Countries.

Country.	Year.	Miles Covered by Capitalization.	Capitalization. (*b*)	Passenger Revenue.	Freight Revenue.	Other Revenues.	Total Revenues.	Operating Expenses.	Passengers Carried.	Freight Carried.
			$	$	$	$	$	$		Tons.
Canada	1915	35,582	1,875,810,888	60,699,935	134,488,304	4,654,833	199,843,072	147,731,099	46,322,035	87,204,838
United States	1914	245,894	15,514,465,986	695,870,000	2,102,314,000	243,109,000	3,041,293,000	2,157,947,000	1,032,086,000	1,934,872,000
New Zealand	1913	2,840	153,946,641	8,167,389	11,171,391	.....	19,338,780	13,176,316	13,123,879	6,246,128
United Kingdom	1912	23,441	6,501,272,332	215,407,648	311,917,724	98,729,768	626,055,140	395,562,550	1,294,337,046	520,279,128
New South Wales	1914	3,968	298,359,912	13,794,032	21,418,245	2,492,437	37,704,714	26,345,823	86,328,421	13,245,842
Japan (*a*)	1914	5,471	486,545,748	27,987,671	26,684,466	2,066,391	56,738,528	27,275,623	167,773,143	36,348,362
German Empire	1912	37,665	4,392,651,229	224,719,558	519,227,398	83,473,000	827,419,956	558,230,395	1,743,111,677	612,385,727
France	1911	25,194	3,720,480,021	162,383,599	198,292,706	5,980,128	366,656,433	229,361,949	511,096,490	184,635,276
Russian Empire	1910	41,622	3,508,675,945	84,681,703	359,019,243	55,400,372	499,101,318	335,360,716	195,017,000	258,339,276
Austria	1912	14,185	1,724,079,152	54,891,200	160,999,300	14,473,900	230,364,400	171,900,400	290,850,985	159,209,564
Hungary	1912	13,303	949,581,820	30,399,250	80,337,656	4,943,862	115,680,768	73,912,097	164,008,000	83,629,000
Italy (*a*)	1912	8,387	1,334,928,118	40,796,637	63,721,393	12,050,318	116,568,348	97,871,890	89,690,138	37,145,897
Sweden	1910	8,574	286,183,902	12,426,400	23,674,356	1,399,546	37,500,302	27,198,200	58,276,650	36,952,910
Norway	1913	1,913	84,130,007	3,351,187	4,081,441	926,090	8,358,718	6,428,141	17,834,565	7,217,873
Denmark (*a*)	1914	2,333	76,319,972	6,523,592	7,855,222	741,739	15,120,553	12,790,269	23,690,045	6,289,750
Belgium (*a*)	1912	2,913	520,777,053	19,856,622	39,016,968	5,065,417	63,939,007	44,326,853	191,814,188	66,011,442
Holland	1911	1,980	136,612,000	12,998,268	13,404,288	.....	26,402,556	.....	46,426,000	18,579,800
Switzerland	1912	3,014	362,718,808	20,077,596	25,991,431	1,958,053	48,027,080	31,852,495	123,523,422	19,613,953
South Australia	1914	1,815	76,459,667	3,664,641	7,471,490	246,281	11,382,412	7,333,075	19,809,533	3,103,471
Western Australia	1914	2,966	77,305,659	3,246,658	7,226,413	518,572	10,991,643	7,655,678	19,208,402	3,358,630
Victoria	1913	3,639	231,657,796	13,451,734	11,457,347	441,422	25,350,503	16,932,781	111,513,908	5,150,404
Bulgaria (*a*)	1912	1,207	58,836,411	2,050,659	2,439,558	293,518	4,783,735	3,726,216	3,341,651	1,560,890
Tasmania	1915	533	22,527,367	824,502	748,713	.....	1,573,215	1,099,842	1,750,905	387,724

(*a*) State railways only. (*b*) From latest report, not always year named.

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